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CLIFF BUNGALOW

AREA REDEVELOPMENT PLAN
DECEMBER, 1984

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Summary

SUMMARY

Residential Land Use

Three residential land use policies are to apply in Cliff Bungalow. These policies are:

1. An R-1 land use district for the southwest portion of the community.

2. An RM-2 conservation and infill land use district for that part of the community west of 5th Street.

3. An RM-5 land use district between 5th Street and the commercial district on 4th Street.

Design guidelines will apply to residential redevelopments in order to achieve a building design and scale complementary to the character of the conservation and infill area. Additional guidelines recommend parking and landscaping guidelines.

Commercial Land Use

Policies for 4th Street W. and 17th Avenue S. are intended to reinforce the regional pedestrian shopping street character of these streets.

1. The C-3(23) land use district will apply to land on 17th Avenue S.

2. The C-3(27) land use district will apply to land on 4th Street W.

Redevelopment guidelines for 17th Avenue S. and 4th Street W. are intended to reinforce the pedestrian character of these streets by encouraging pedestrian shopping street elements, such as retail, restaurant or personal service businesses at-grade, clear glazing for store windows, direct at-grade access to individual shops, and arcades and canopies.

A building design and form is encouraged which allows sunlight to fall on north sidewalks and public open spaces on 17th Avenue S., and on sidewalks on 4th Street W., during the period of peak pedestrian mid-day use. In addition, the landscaping of by-lawed setbacks is to coordinate with the proposed Public Improvements Programs.

Office Conversions

This policy permits the conversion of residential houses to office uses. An amendment by City Council to the Land Use By-law 2P80 and the A.R.P. would be required. The office use would be confined to the life of the building. The objectives of the design guidelines are to ensure that the residential character of the buildings and the streetscape are preserved.

Open Space System

Improvements to the triangular park adjacent to 24th Avenue are proposed. Also, an open space linkage system, the "Lindsay Park Link" is proposed, and would consist of coordinated signage, landscaped seating areas and pedestrian crosswalks.

Transportation

In order to reduce on-street parking congestion in the community, the following is proposed:

1. The possible implementation of parking improvement areas on 21st and 22nd Avenues is to be investigated.

2. Public access to a portion of parking in new commercial developments during non-office hours.

Public Improvements

Public improvements programs for 17th Avenue S. and 4th Street W. are proposed. The programs would foster an attractive, comfortable and pedestrian-oriented street character by providing new sidewalks where warranted, street trees and planters, pedestrian scale light standards, benches and litter bins, and pedestrian crosswalks.

The estimated cost of the public improvements for (a) the 17th Avenue study area is $3,172,800 and, (b) the 4th Street area (17th Avenue S. to 26th Avenue S.) is $1,055,000 (cost estimate in 1982 dollars). A 50-50 cost-sharing agreement between the City and property owners is proposed. The cost of these improvements to the property owner can be amortized over a 15 year period.

TABLE OF CONTENTS

List of Figures..... iii

Preface..... 1

1.0 Study Boundaries 2
2.0 Goals..... 3
3.0 Land Use..... 4

3.1 Residential Land Use..... 4

3.1.1 Residential Land Use Objectives..... 4
3.1.2 Residential Land Use Policies..... 4
3.1.3 Residential Land Use Districts..... 5
3.1.4 Implementation..... 6

3.2 Office Conversions..... 7

3.2.1 Objectives..... 7
3.2.2 Land Use Policy..... 7
3.2.3 Land Use District..... 8
3.2.4 Implementation..... 8

3.3 4th Street and 17th Avenue Commercial Land Use..... 9

3.3.1 Objectives..... 9
3.3.2 Land Use Policy for 4th Street S.W..... 10
3.3.3 4th Street Land Use Designation..... 10
3.3.4 Implementation for 4th Street S.W..... 10
3.3.5 Land Use Policy for 17th Avenue S.W..... 11
3.3.6 17th Avenue Land Use Designation..... 12
3.3.7 Implementation for 17th Avenue..... 12

3.4 Other Land Uses..... 13

3.4.1 Parks and Schools..... 13
3.4.2 Institutional Uses..... 13
3.4.3 Heritage..... 13

4.0 Open Space and Recreation Facilities..... 15

4.1 Open Space and Recreation Objectives..... 15
4.2 Improvements to Existing Parks..... 15
4.3 Pedestrian and Bicycle Routes..... 16

4.3.1 Lindsay Park Link..... 16
4.3.2 Elbow River Pathway..... 16

4.4 Implementation..... 17

5.0 Transportation..... 19

5.1 Transportation Policy..... 19
5.2 2nd/4th/5th Street Operation..... 19
5.3 On-Street Parking..... 20
5.4 Parking Improvement Areas..... 20
5.5 Implementation..... 20

6.0 Public Improvements..... 22

6.1 4th Street and 17th Avenue Public Improvements Programs..... 22

6.1.1 Proposed Design Elements..... 22
6.1.2 Costs and Phasing..... 22
6.1.3 Other Street Improvements..... 23

6.2 Sidewalk Improvements to 5th Street..... 24
6.3 Implementation..... 24

LIST OF FIGURES

Figure		Page
1.	Location Map	1
2.	Study Area Boundaries	2
3.	Land Use Policies	4
4.	Land Use Districts	8
5.	4th Street and 17th Avenue Commercial Land Use	9
6.	Open Space System	15
7.	Transportation Policy	19
8.	Parking Policies	21
9.	Typical Design Elements	23

Preface

PREFACE

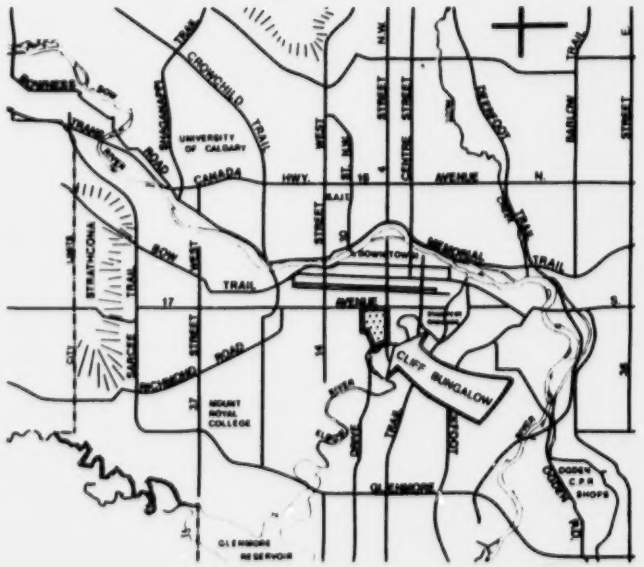
Area Redevelopment Plans are statutory planning documents for communities within the City, and are to be considered in conjunction with other statutory plans, by-laws, and policy documents. They are intended to supplement the Land Use By-law by providing direction within which the discretion of the Approving Authority should be exercised in a particular community. Districts under the Land Use By-law apply uniformly throughout the city and this Plan is intended to provide a community orientation to the Districts' uses and rules.

The period of the Cliff Bungalow Area Redevelopment Plan is ten to fifteen years. However, an evaluation of the Area Redevelopment Plan should be undertaken to judge the effectiveness of the plan in meeting its objectives. This evaluation should occur within five years of the Plan's approval.

All recommendations pertaining to the implementation of this plan by Civic Departments are subject to Council's approval of the affected Department's budget.

FIGURE 1

LOCATION MAP



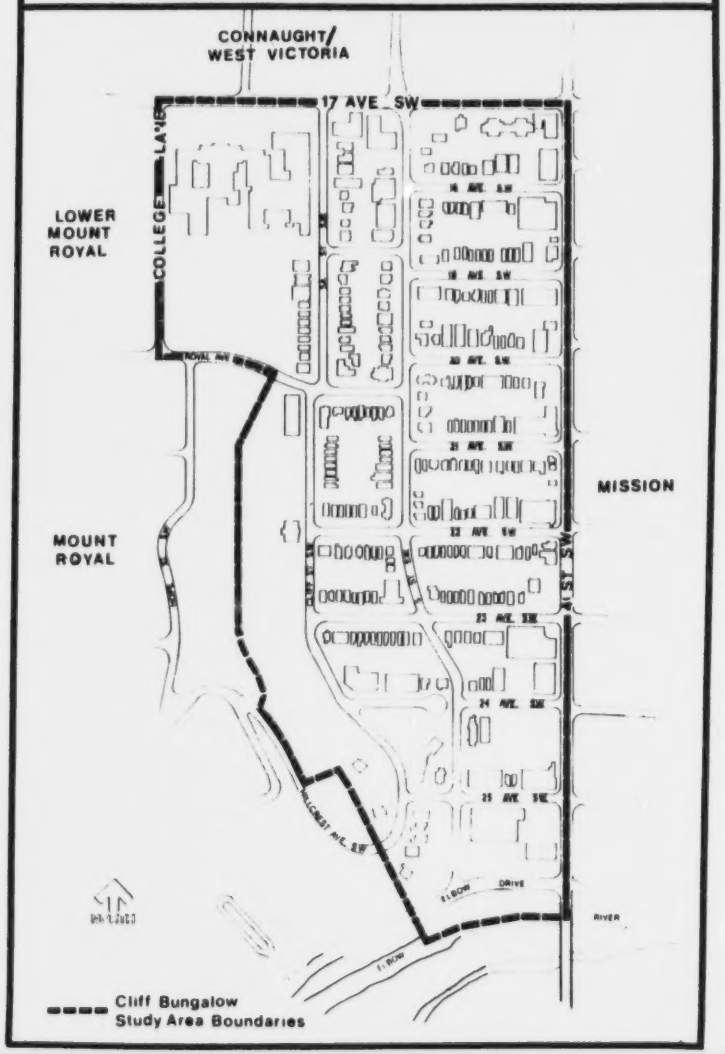
1.0 Study Boundaries

The study boundaries of the Cliff Bungalow Area Redevelopment Plan are illustrated in Figure 2, and may be summarized as follows:

North: 17th Avenue S.
East: 4th Street W.
South: Elbow River
West: Generally, the top of the escarpment between Elbow Drive and Royal Avenue; and College Lane between Royal Avenue and 17th Avenue S.

The Area Redevelopment Plan covers a total of 25.3 net hectares (62.5 net acres).

FIGURE 2
STUDY AREA BOUNDARIES



2.0 Goals

The goals of the Cliff Bungalow Area Redevelopment Plan are:

1. To implement the policies of the Calgary General Municipal Plan and the Inner City Plan which have been determined to be appropriate for Cliff Bungalow.

2. To encourage the development of 4th Street and 17th Avenue as regional pedestrian-oriented commercial streets which provide a range of goods and services.

3. To stabilize land use and densities within the community.

4. To review existing parking policies and recommend appropriate action so that the needs of the community may be better served.

5. To improve the physical and social environment within the community.

6. To resolve local planning issues and concerns identified through the public participation and planning process.

3.0 Land Use

3.1 RESIDENTIAL LAND USE

3.1.1 Residential Land Use Objectives

The residential land use policies are based on the following objectives:

1. To provide a variety of housing types suitable for single adults and families.

2. To ensure that new developments provide an attractive residential environment, with adequate parking and amenities.

3. To enhance the community's existing residential character by permitting redevelopment of a scale and design complementary to existing houses.

4. To ensure that redevelopment and land uses between 4th and 5th Streets do not detract from the character of the residential area west of 5th Street.

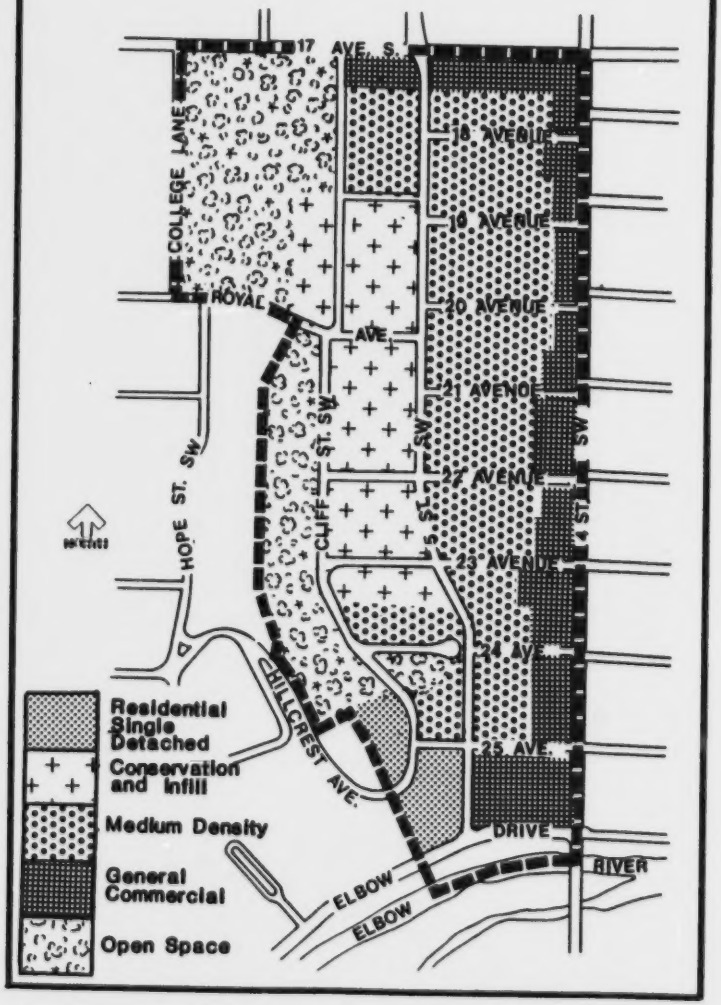
5. To provide the option of retaining houses by permitting conversions to professional offices in selected areas of the community.

3.1.2 Residential Land Use Policies

Context

Cliff Bungalow is an inner-city community with a mix of single family residences, apartments, and institutional uses. Most of the early development occurred prior to 1920 on lots typically 7.5 m by 39.6 m (25 by 120 ft.) in a standard grid

FIGURE 3
LAND USE POLICIES



subdivision layout. The one and a half to two storey houses are characterized by pitched roofs, verandahs, and unique architectural details. The tree lined streets are attractive and many houses have been recently renovated.

Apartment redevelopment commenced in the 1930's and occurred mainly in the northern portion of the community and between 4th and 5th Streets. This combination of home ownership and apartment rental, together with the operation of three schools in the community, results in a community which provides services to all its residents.

Policy

The land use policies provide a variety of housing types for single adults and families. Three residential land use policy areas are proposed:

1. Residential Single Detached

The intent of this policy is to allow the existing character of single family detached housing to remain unchanged.

2. Conservation and Infill

The intent of the conservation and infill policy is to provide for a stable family-oriented residential area by retaining the existing structures, yet permitting the option for infill redevelopment. This conservation and infill area would retain the existing residential character of Cliff Bungalow, which is composed of older two and three storey houses with some apartments. It would also allow small-scale redevelopment projects which would be sensitive to the scale and character of the older houses.

The character of Cliff Bungalow is determined by these older houses and the architectural details which are common to the area. These details include pitched roofs, porches, gables, and other architectural details which comprise an interesting facade, and similar building materials, such as wood.

3. Medium Density Redevelopment

The intent of the medium density residential policy is to provide for apartment redevelopment in the range of four storeys. The form of redevelopment could include stacked townhousing and apartments, and would encourage the provision of rental accommodation typically attractive to single adults and childless couples. The design of new developments should take advantage of the interesting character of the original community.

3.1.3 Residential Land Use Districts

The land use districts which best reflect the intent of the residential land use policies are as follows:

Residential Land Use Policy	Land Use District
Residential Single Detached	R-1
Conservation and Infill	RM-2
Medium Density Redevelopment	RM-5

3.1.4 Implementation

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications.

1. Development in Floodplain Area

New developments are to apply the building construction and setback requirements as established in Council approved floodplain management policies for development occurring in floodplain areas.

2. Landscaping and Private Amenity Areas

To ensure attractive streetscapes with a residential character:

a) front yards are to be used as landscaped areas and not as parking areas or passenger drop-off areas.

b) existing mature vegetation should be retained, particularly when located in front yards.

c) amenity areas and yard spaces should be developed as landscaped seating areas, oriented to recreational use by building residents.

3. Building Design for Conservation and Infill Developments

In order to enhance the character and quality of the conservation area, the scale and form of a new structure, and the design of the facade, windows, roofs, and other building details are to be complementary to the original houses in the community. These architectural details include pitched roofs, porches, windows, and building materials. In addition, new developments should respect the front yard setback and the general character of the landscaping on the street.

4. Building Design for Medium Density Developments

To promote compatibility between new developments and the adjacent conservation area, new developments should incorporate:

a) a building form and scale which respects the character and scale of the RM-2 conservation area.

b) a well-articulated building facade with architectural details, rooflines, and finish materials which complement the housing of the adjacent conservation area.

5. Parking

a) To discourage additional on-street parking congestion and to facilitate parking for visitors:

   i) .15 visitor parking spaces per dwelling unit should be provided in all residential developments; and

   ii) the location of visitor parking should be identifiable from the street, and be easily accessed.

b) To ensure that parking areas are not visually intrusive, parking should be located underground wherever possible, or surface parking areas should be screened by the use of landscaping or fencing.

c) To minimize disruption to pedestrian and vehicular traffic, parking must be accessed from a lane, wherever possible.

3.2 OFFICE CONVERSIONS

3.2.1 Objectives

Conversions of residential buildings to professional offices may be permitted within the RM-5 Land Use District. The objectives of an office conversion land use policy are:

1. To extend the life of larger houses in the community that lend character to the community.

2. To provide land use flexibility for parcels which are "locked-in" by apartment developments.

3.2.2 Land Use Policy

Context

The area between 4th and 5th Streets has locational advantages within the inner city. It is close to the major commercial streets of 17th Avenue S.W. and 4th Street S.W., and large, older houses make it a suitable area for office conversions. In some cases, houses on small sites are adjacent to apartment buildings and the potential for redevelopment is low. An office conversion policy provides a land use option for these "locked-in" parcels, and assists in maintaining these character providing houses.

Policy

The conversion of single detached, semi-detached, duplex, or potential heritage buildings to office uses may be allowed within the RM-5 Land Use District pending compliance with the following criteria:

a) A proposed conversion should not result in an undue concentration of office uses, i.e, more than two per block thus altering the appearance of the residential character of a street.

b) The proposed office use must not generate an inordinate amount of traffic or parking congestion. Therefore, restaurants, retail outlets, medical and dental offices should not be allowed.

c) The building must be converted so as to contribute significantly to the quality of the Cliff Bungalow residential environment.

d) Residential suites would be permitted in a converted building.

e) Parking must be provided on-site, in accordance with the requirements of the Land Use By-law 2P80. However, tandem parking may be used where considered appropriate by the Approving Authority.

3.2.3 Land Use District

An amendment to the Land Use By-law 2P80 and to the Area Redevelopment Plan, initiated by the landowner or his agent, will be required to allow office conversions to proceed. This amendment should take the form of a Direct Control (D.C.) application which adds the office use to the existing RM-5 district. This D.C. designation will be confined to the life of the existing building as of the date of the passage of the amending by-law, and will be considered an interim use. If the building is destroyed or demolished, the land will retain the guidelines of the RM-5 residential district.

3.2.4 Implementation

To reflect the intent of the office conversion land use policy, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications for office conversions.

1. Parking

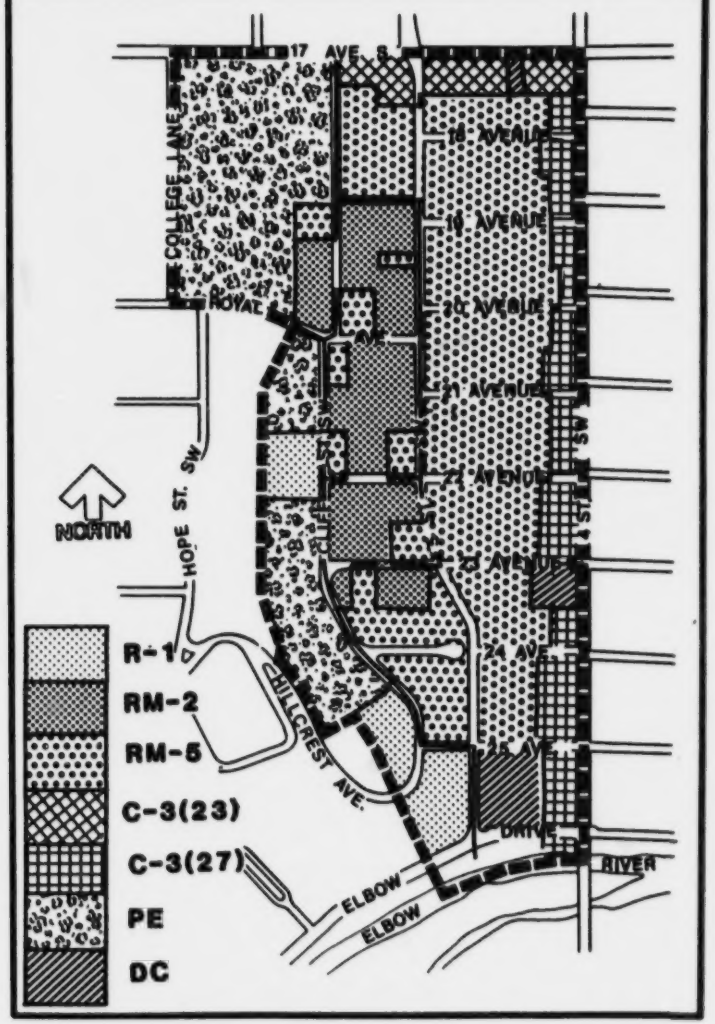
a) Parking should not be permitted in the front yard.

b) All surface parking areas should be screened from view at-grade through the use of landscaping and/or fencing.

2. Landscaping

Existing front yard landscaping such as grass, trees and shrubs should be retained in order to preserve the residential character of the area. Existing landscaping should be supplemented by additional trees and shrubs, where necessary.

FIGURE 4
LAND USE DISTRICTS



3. Signage

The location, size and quality of signage should not detract from the overall residential character of the street.

4. Building Form

Building renovations should be in a style complementary to the original character of the house.

3.3 4TH STREET AND 17TH AVENUE COMMERCIAL LAND USE

3.3.1 Objectives

Land use policies for 4th Street S.W. and 17th Avenue S.W. are based upon the following objectives:

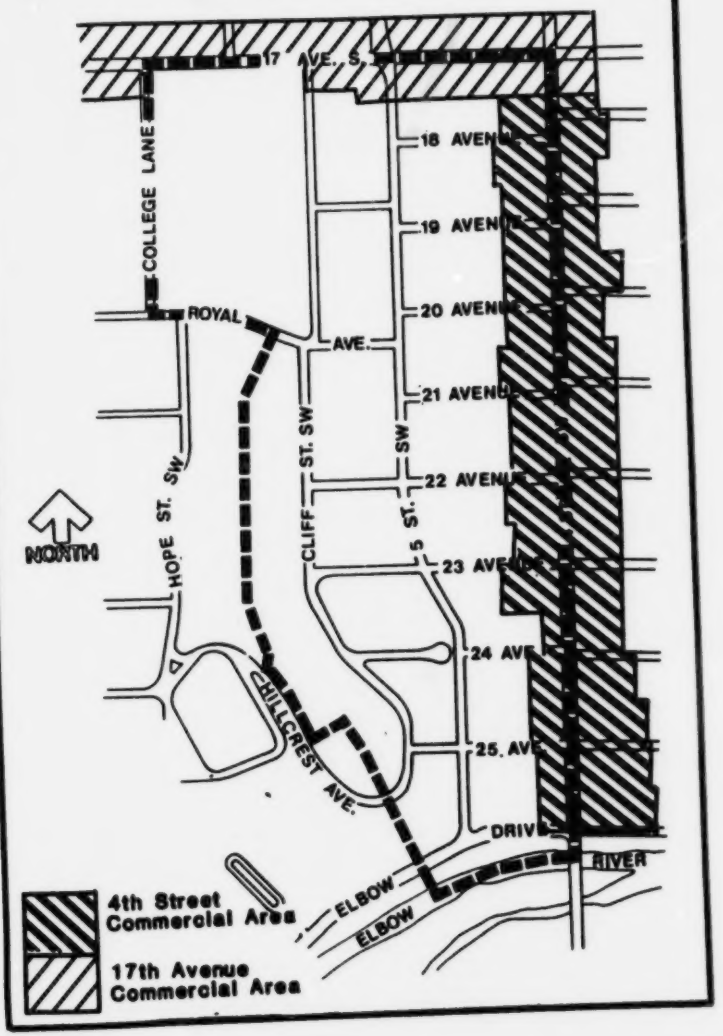
1. To emphasize the regional pedestrian shopping street characters of 17th Avenue and 4th Street, while recognizing their status as major roads.

2. To encourage commercial land uses on the ground floor of buildings that complement the pedestrian-oriented character of 4th Street and 17th Avenue.

3. To provide for a building profile adjacent to 4th Street and 17th Avenue which respects pedestrian scale and allows reasonable levels of sunlight to fall on sidewalk areas and public open spaces during periods of high use.

4. To provide a maximum building height which is compatible with the adjacent residential areas.

FIGURE 5
4th STREET AND 17th AVENUE COMMERCIAL LAND USE



5. To ensure the provision of adequate parking facilities in all new developments.

6. To provide for commercial development on 17th Avenue and 4th Street at a density which recognizes the carrying capacity of the transportation system.

3.3.2 Land Use Policy for 4th Street S.W.

Context

Cliff Bungalow is bordered by the major commercial streets of 17th Avenue S.W. and 4th Street S.W. Both of these streets are traditional shopping streets for inner city residents. The character of 4th Street has changed over time as office development has occurred and a specialized medical/dental office area has developed. However, retail uses are predominant at-grade and 4th Street serves a special role as a pedestrian-oriented retail strip serving the residents of the Cliff Bungalow and Mission communities.

Policy

The land use policy for 4th Street S.W. supports the regional pedestrian-oriented commercial strip concept identified in the Inner City Plan. The future character of the commercial area should emphasize the sidewalks as a pedestrian precinct by methods such as continuity of retail frontage, visual access to store fronts, open space areas, and the development of a unique street character. To maintain the street's character, medium-scale general commercial development is to be permitted. However, the form and scale of commercial development should not negatively affect the adjacent residential areas.

3.3.3 4th Street Land Use Designation

Land on 4th Street S.W. is assigned the C-3(27) land use district, with the exception of the following Direct Control Districts. The retention of these Direct Control Districts is not intended to conflict with the policies recommended for 4th Street.

1. The property located at 2303 - 4th Street S.W. shall retain its existing Direct Control District (AM# 2207/LUCG #8546). The district provides for the development of a medical and office tower with an ancillary parking structure. It was approved by Council on May 8, 1972.

2. The property located at 524 Elbow Drive S.W. shall retain its existing Direct Control District (AM# 1763/LUCG #7679). The district provides for a retail food store and parking lot using C-1 guidelines. It was approved by Council on August 11, 1969.

3.3.4 Implementation for 4th Street

To reflect the intent of the 4th Street commercial land use policy, the following guidelines are to be considered by the Approving Authority in the review of discretionary development applications.

1. Land Uses

Auto-oriented uses which normally involve extensive front yard parking and access should be limited. Examples of such uses include auto body and paint shops, automotive sales and rental, drive-in businesses and motels. These uses may be considered appropriate, however, if there is no front yard parking and the use and form of

development contributes to the pedestrian-oriented concept for 4th Street.

2. Building Form

To encourage development of a pedestrian scale along 4th Street and to permit a reasonable degree of sunlight on 4th Street sidewalk areas, new developments should incorporate:

a) a maximum height of the wallface fronting onto 4th Street not greater than 12 m (40 feet);

b) a building form and design treatment which allows for sunlight to fall on the opposite side of 4th Street between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21st to September 21st;

c) a rear building facade to be of a height that complements the height of adjacent residential area.

The form of redevelopment of the Direct Control Site at 524 Elbow Drive S.W. is not to exceed a maximum two-storey profile in the interface with the R-1 properties to the west and south to the river.

3. Pedestrian Shopping Street Elements

To enhance the pedestrian-oriented and retail characteristics of 4th Street, new developments should be designed to incorporate:

a) pedestrian-oriented commercial uses at-grade, such as retail shops, restaurants, and personal service businesses;

b) clear glazing for store windows, a high degree of wall-face detail, at-grade entry from the public sidewalk to individual store fronts and major building entrances.

c) features which increase pedestrian comfort by providing weather protection, such as arcades and canopies.

4. Landscaping

To enhance the attractiveness of the 4th Street sidewalk area, the landscaping of the 2.134 m by-lawed setback should complement the design of the proposed 4th Street public improvements (Section 6.1).

5. Parking

a) To provide for continuous retail frontage and pedestrian safety, parking areas should be accessed from the adjacent avenues.

b) To limit negative visual impacts on the adjacent residential areas, parking should be located underground wherever possible, or surface lots should be screened.

c) To reduce parking congestion on 4th Street and in the community, new developments with commercial uses should provide public access to a percentage of the available parking during non-office hours.

3.3.5 Land Use Policy for 17th Avenue S.W.

Context

17th Avenue functions as a unique and vibrant major commercial area in Calgary. Specialty

stores, restaurants and office uses are the major land uses, interspersed with some residential buildings. The street is characterized by continuous retail frontage, and the variety of businesses attract people from all regions of the City.

Policy

The land use policy for 17th Avenue reflects the regional pedestrian-oriented commercial strip designation assigned in the Inner City Plan. This designation recognizes 17th Avenue's role as a commercial strip of city-wide significance.

Land use policies for 17th Avenue acknowledge the important role that 17th Avenue plays in the city's transportation network. The recommended commercial density reflects the capacity constraints of the transportation system.

The intent of the land use policies for 17th Avenue is to encourage development which reinforces the pedestrian shopping street character of 17th Avenue. Commercial densities are to be maintained in the medium density range, and a mid-use building form will be encouraged. The existing shopping street atmosphere is to be enhanced by emphasis on continuous retail frontage at-grade, building scale sensitive to the pedestrian, the assurance of sunlight on north sidewalks and open spaces, and a diversity of building facade treatments which provide visual interest at-grade.

In addition, sidewalk improvements, the addition of attractive street furniture and landscaping, and the provision of properly signed and accessible parking will provide a safe and comfortable sidewalk environment.

Land use policies are also intended to minimize the impact of commercial development on adjacent residential areas.

3.3.6 17th Avenue Land Use Designation

The land use district which best meets the intent of the land use policies for 17th Avenue is the C-3(23) land use district. The intent of the C-3(23) district is to limit the height of redevelopment so as to be compatible with the adjacent residential area and allow reasonable levels of sunlight to fall on sidewalks on the north side of 17th Avenue.

3.3.7 Implementation for 17th Avenue S.W.

To reflect the intent of the 17th Avenue commercial land use policies, the following guidelines are to be considered by the Approving Authority in the review of discretionary development applications.

1. Land Uses

Auto-oriented uses which normally involve extensive front yard parking and access should be limited. Examples of such uses include auto body and paint shops, automotive sales and rental, automotive services, drive-in businesses and motels. However, these uses may be considered appropriate if there is no front yard parking or vehicular access, and the use and form of development contributes to the pedestrian concept for 17th Avenue.

2. Pedestrian Shopping Street Elements

To reinforce the pedestrian shopping street character of 17th Avenue, new developments should be designed to incorporate:

a) continuous retail frontage with pedestrian-oriented commercial uses at-grade, such as uses retail shops, restaurants and personal service businesses.

b) clear glazing for store windows, an articulated wall face detail, and at-grade access from the public sidewalk to individual shops.

c) features which increase pedestrian comfort by providing weather protection, such as arcades and canopies.

3. Building Form

New developments should be designed to allow sunlight to fall on sidewalks on the north side of 17th Avenue between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21st to September 21st. In this regard, the height of the wall face fronting onto 17th Avenue should not exceed a maximum of 17.6 metres at the 5.2 metre setback line.

4. Landscaping

The landscaping of the 5.2 m by-lawed setback on 17th Avenue, including any site furniture, should complement the design of the public improvements proposed for 17th Avenue (see Section 6.1).

5. Parking

a) To reduce on-street parking congestion and ensure the Avenue's function as a traffic artery, new developments with commercial uses should provide public access to a percentage of available parking during non-office hours.

b) To assure continuous retail frontage and provide for pedestrian safety, parking should be accessed via the lane to the south of 17th Avenue or from adjacent side streets.

c) To limit negative visual impacts on adjacent residential areas, parking should be located underground wherever possible.

3.4 OTHER LAND USES

3.4.1 Parks and Schools

All City-owned parcels intended for use as public parks shall be assigned to the P.E. (Park and Education) District. Those lands owned by the Calgary Board of Education which contain caveats or other encumbrances restricting their use to educational activities (Western Canada High) are also assigned to the P.E. District. Cliff Bungalow School is owned by the Board of Education in fee simple, without any restrictive covenants regarding its use. It is presently designated R-1 (Single Family Residential) District, and this designation should continue.

3.4.2 Institutional Uses

The existing nursing homes, churches, and day-care centres are considered appropriate uses within residential areas and are designated a Land Use District based upon the desired land use and density should redevelopment occur.

3.4.3 Heritage

There are currently no designated Provincial Historic sites within the community. However there are seven potential heritage sites considered to be of municipal interest. Specific policies for heritage sites will apply in Cliff Bungalow, as elsewhere in the city, when approved by Council.

4.0 Open Space and Recreation Facilities

4.1 OPEN SPACE AND RECREATION OBJECTIVES

The following objectives form the basis for the open space and recreation policies.

1. To improve existing park and open space amenities to better reflect the community's needs in park programming.

2. To increase the recreational opportunities of the Elbow River bank.

3. To create a linear park system to allow pedestrians and residents of Cliff Bungalow to safely access Lindsay Park.

Due to the amount of open space existing in the community and the proximity of several regional recreation centres (e.g., Kinsmen Arena, Stampede Grounds), no additional park space is proposed for Cliff Bungalow.

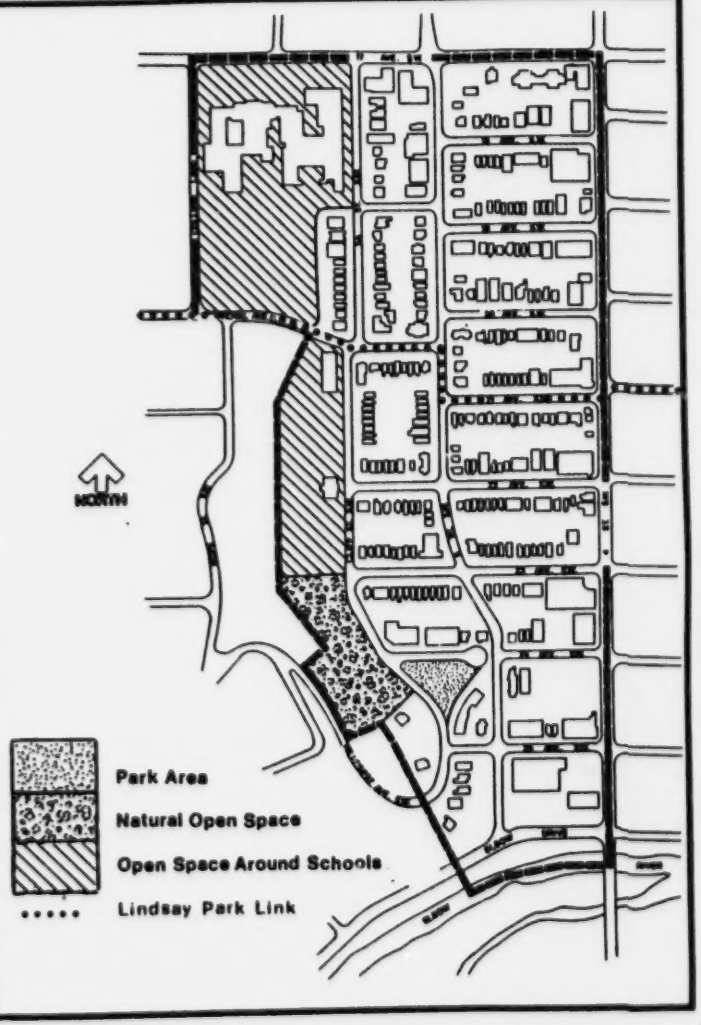
It is, however, necessary to upgrade the existing parks and open spaces to provide recreational facilities and areas which would more directly benefit the residents.

4.2 IMPROVEMENTS TO EXISTING PARKS

The triangular park adjacent to 24th Avenue currently has play facilities for young children. This park serves a major portion of the residents and contributes greatly to the open space system in Cliff Bungalow. However, it is recommended that a development plan for park improvements be prepared to utilize this open space more intensively. This plan could allow for the inclusion of passive recreational areas and additional play facilities.

FIGURE 6

OPEN SPACE SYSTEM



In order to provide some open space adjacent to the proposed 17th Avenue public improvements (Section 6.1) the front yard area of Western Canada High School should be developed as part of the open space system. The design of this seating area and open space is to be coordinated by the Parks Department in conjunction with the Calgary Board of Education and the community.

The Cliff Bungalow Public School is on land presently classified R-1. It is recognized that the land on which the school is situated is an important and integral part of the open space system along the community's western edge. In the event that the Calgary Board of Education closes Cliff Bungalow School, the City should consider acquiring the land to provide park space.

4.3 PEDESTRIAN AND BICYCLE ROUTES

There exists the need to establish a pedestrian corridor to provide a safe and well defined route for pedestrians in Cliff Bungalow to travel in an east-west direction. Some of the destination points in this corridor are outside the boundaries of Cliff Bungalow, and include: Western Canada High School, open space along the escarpment, 4th Street, and Lindsay Park.

4.3.1 Lindsay Park Link

The "Lindsay Park Link" is proposed as a pedestrian system which would link major open spaces in Lower Mount Royal, Cliff Bungalow and Mission with Lindsay Park. The link is approximately 2.4 Km (1 1/2 miles) in length. The link extends along Royal Avenue, 5th Street and 21st Avenue, and across a proposed bridge to Lindsay Park.

In Cliff Bungalow, the Lindsay Park Link would be composed of the following elements:

a) street tree and shrub planting, where possible, in the public right-of-way;

b) the development of seating areas at corners within the public right-of-way (while respecting the mandatory visibility triangle);

c) a system of elements which identify the link, including signage, sidewalk treatment, benches, and landscaping;

d) pedestrian activated crosswalks across 5th Street and 4th Street to ensure pedestrian safety.

The link components are to be designed with an emphasis on low maintenance. The bicycle route proposed by the Transportation Department can be located adjacent to the Lindsay Park Link. Residents of the community can petition the Parks Department in order to implement tree planting in the boulevards.

4.3.2 The Elbow River Pathway

In order to extend the pathway improvements proposed in the Mission Area Redevelopment Plan, and to contribute to the functional use of the Elbow Riverbank, the pathway should be upgraded with lighting and seating to provide a safe and attractive pedestrian pathway system in the event that a continuous riverbank pathway is established.

4.4 IMPLEMENTATION

It is recommended that:

1. The City of Calgary consider acquiring the Cliff Bungalow School site for open space use should the Calgary Board of Education close the school, if budget constraints permit.

2. The PARKS AND RECREATION DEPARTMENT develop, in conjunction with the community, a redevelopment plan to upgrade park facilities of the park on 24th Avenue, and apply to Council for funds to implement improvements within three years of the approval of this Area Redevelopment Plan, or as budget constraints permit.

3. The PARKS AND RECREATION DEPARTMENT implement the proposed improvements to the Elbow River pathway concurrently with the same pathway improvements proposed in the Mission Area Redevelopment Plan, as budget constraints permit.

4. The PARKS AND RECREATION DEPARTMENT prepare detailed plans for the proposed 'Lindsay Park Link', and apply to Council for funds to implement these plans within one year of the approval of this Area Redevelopment Plan, or as budget constraints permit.

5. The PARKS AND RECREATION DEPARTMENT coordinate with the CALGARY BOARD OF EDUCATION to prepare a development plan for open space at Western Canada High School adjacent to 17th Avenue. The recommendations of this plan should be implemented concurrently with the 17th Avenue public improvements.

5.0 Transportation

5.1 TRANSPORTATION POLICY

Street Designations

Streets within Cliff Bungalow are to be designated as follows (see Figure 7):

Major Roads:

17th Avenue
4th Street
5th Street
26th Avenue (between 4th and 5th Streets)

Collectors:

25th Avenue
Elbow Drive (west of 5th Street)

Local Roads:

All other community streets

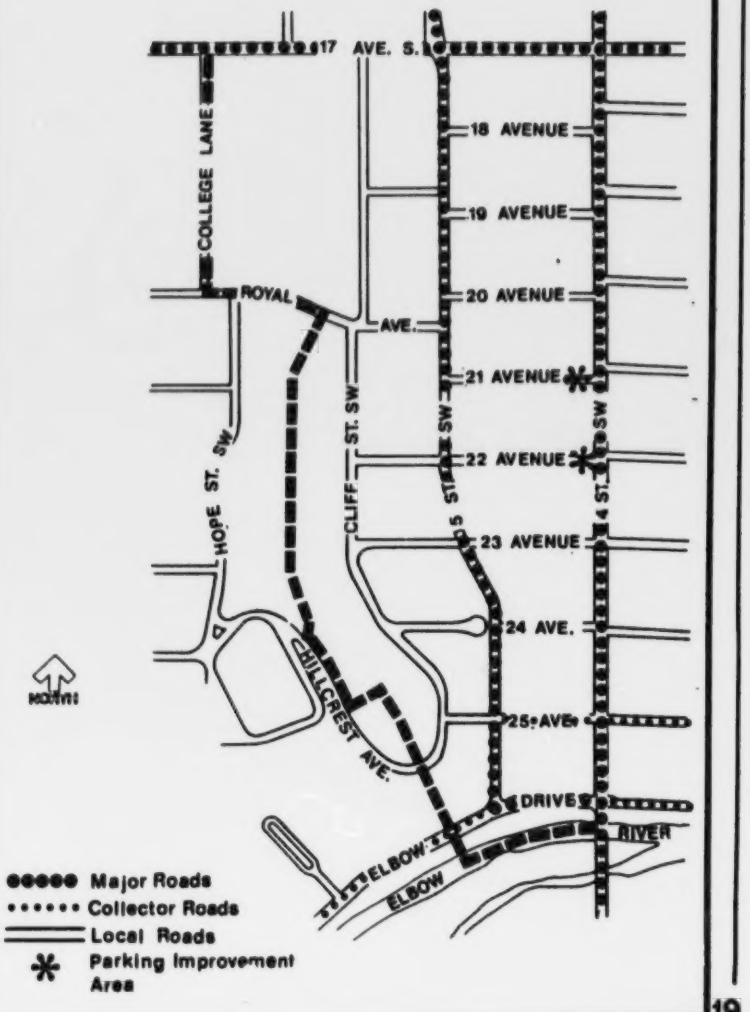
Major roads expedite the movement of high volumes of traffic between various areas of the city. Collectors distribute traffic between major and local roads. Local roads provide access to properties within the community and may be considered for closure to create open space.

5.2 2ND/4TH/5TH STREET OPERATION

The draft Cliff Bungalow Area Redevelopment Plan, published in May, 1981, recommended that the Transportation Department review the operation of

FIGURE 7

TRANSPORTATION POLICY



the 2nd/4th/5th Street system to address community concerns. The Transportation Department, as part of the 5th Street Task Force, reviewed the operation of 2nd, 4th and 5th Streets and has affirmed that 5th Street should remain a one-way southbound major road.

5.3 ON-STREET PARKING

On-street parking congestion in Cliff Bungalow is the result of commercial employment on 4th Street and 17th Avenue, the Holy Cross Hospital, and downtown commuter parking. Area "A" consists of the avenues between 4th and 5th Streets south of 19th Avenue with a two-hour parking restriction between 7:00 a.m. and 6:00 p.m. to deter all-day commuter parking. Metered parking exists on 18th and 19th Avenues. This parking policy should be continued until such time as increased parking facilities are provided on 4th Street.

Area "B" consists of the avenues and streets west of 5th Street where no parking restrictions are present. This area experiences parking congestion due to long-term weekday downtown commuter parking. It is recommended that the Transportation Department prepare policies in conjunction with the community association to alleviate the parking problems of Area "B".

Area "C" consists of parking on the west side of 5th Street which currently has parking restrictions for the p.m. traffic peak hours between 4:00 and 6:00 p.m. This policy is to be continued in order to permit on-street parking for adjacent residents at all other times of the day.

5.4 PARKING IMPROVEMENT AREAS

The number of on-street parking spaces may be increased through the creation of parking improvement areas. In these areas, the use of angle parking can help reduce the on-street parking congestion in other parts of the community. The locations recommended as test areas for parking improvement areas are indicated in Figure 7.

The Transportation Department will coordinate with the Planning Department in the testing, evaluation and implementation of the parking improvement areas. The implementation of these improvements will be dependent on the response of the community, merchants and property owners, and an analysis of long-term need.

5.5 IMPLEMENTATION

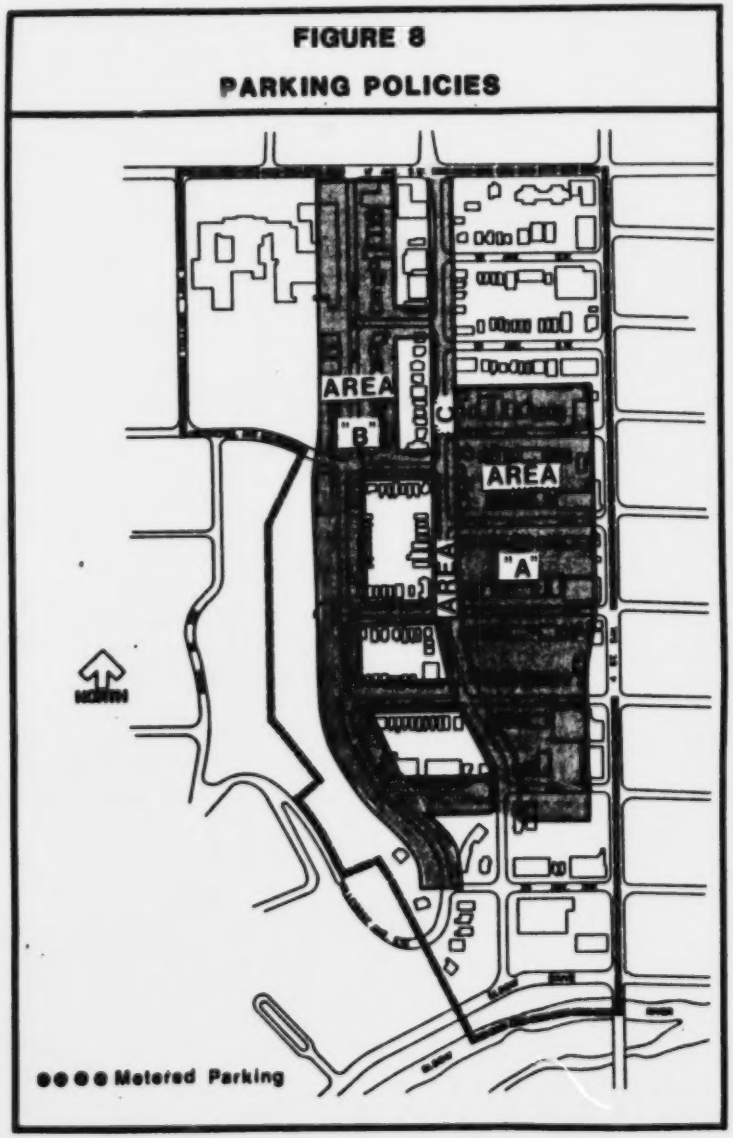
It is recommended that:

1. The Transportation Department in conjunction with the community, conduct a study of parking controls on streets west of 5th Street in Cliff Bungalow, and implement any resulting proposals within three years of the approval of this Area Redevelopment Plan.

2. The Transportation Department and the Planning Department investigate the feasibility of the parking improvement concept, and implement any proposals within three years of the approval of this Area Redevelopment Plan.

FIGURE 8

PARKING POLICIES



6.0 Public Improvements

6.1 4TH STREET AND 17TH AVENUE PUBLIC IMPROVEMENTS PROGRAMS

A street improvement program is proposed for 4th Street between 17th Avenue and 26th Avenue and for 17th Avenue from 14th Street to 1st Street E. Detailed planning and implementation of the proposed street improvements should be based upon the principles outlined. However, further consultation with local property owners and subsequent Council review of detailed planning proposals will be necessary before implementation of the program through a Local Improvement By-law may occur.

The proposed 4th Street improvements will serve as an additional amenity in an area with limited local park and open space, and will establish a pedestrian link between the Elbow River and the downtown. To further identify 4th Street as a distinct commercial area, use of the former name of 4th Street (i.e., Broadway) may be integrated as a theme in the proposed street improvements.

The purpose of the public improvements is also to enhance the identity and "sense of place" of 17th Avenue as a regional pedestrian shopping street. The improvements would assist in improving pedestrian safety.

Existing public open spaces adjacent to 17th Avenue should also be upgraded to reflect the unique character of 17th Avenue.

6.1.1 Proposed Design Elements

The following elements should be considered for use in the public improvements programs:

a. removal of overhead powerlines;

b. sidewalk reconstruction using concrete and brick paving materials;

c. street tree planting;

d. pedestrian-scale light standards;

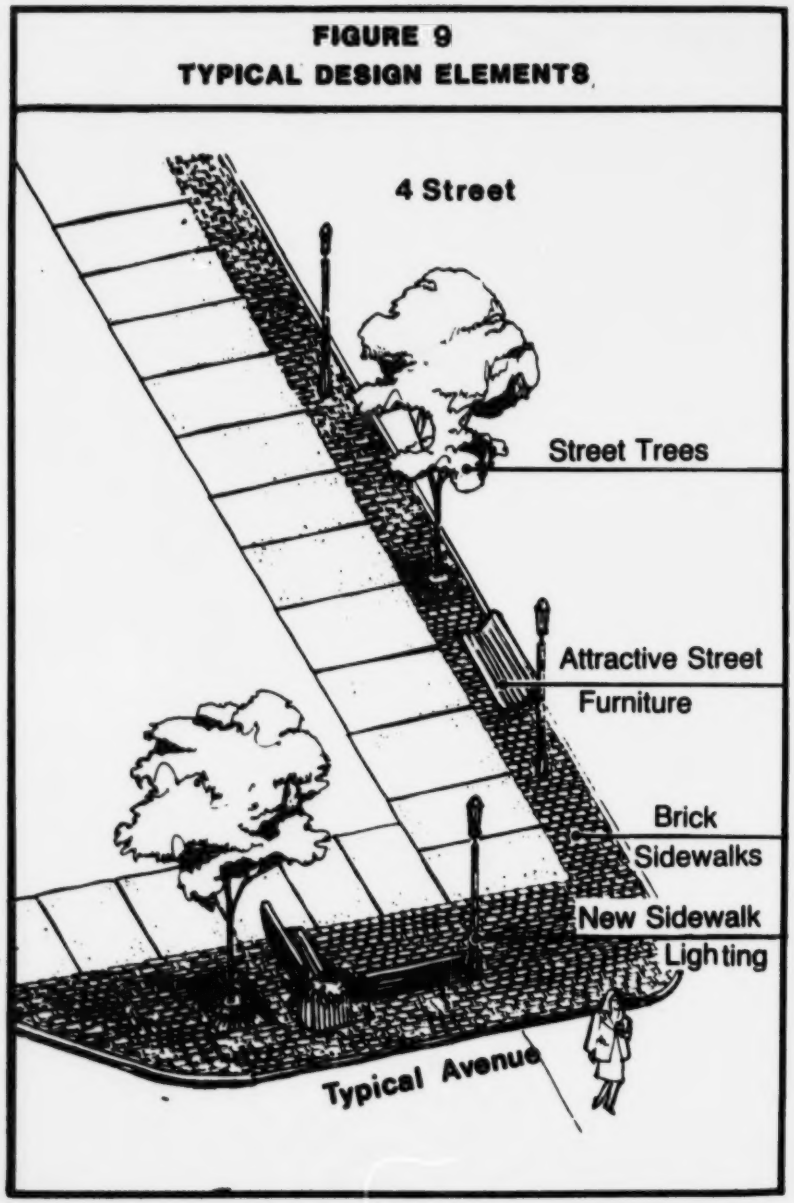
e. creation of attractive sitting areas in selected locations which would provide pedestrian services (e.g., bus shelters, telephone booths, litter bins, information kiosks) and additional landscaping;

f. improved definition of pedestrian crosswalks (e.g., pedestrian activated crosswalks, and bollards to deter mid-block crossings).

6.1.2 Costs and Phasing

It is proposed that the City enter into a cost-sharing arrangement with property owners since both would benefit from the proposed improvements. The City should initiate the improvements using its general budget and recoup approximately 50 percent of those costs through the use of a Local Improvement By-law. Under the By-law, costs can be charged as a tax assessment to property owners over a 15 year period.

FIGURE 9
TYPICAL DESIGN ELEMENTS



A two phase program is recommended for 4th Street. The first phase would involve those blocks located south of 21st Avenue. Powerlines in the area are already underground and public improvements may proceed without additional costs to the City Electric System. Improvements in the first phase could be completed within 5 years.

The second phase involving those blocks between 17th and 21st Avenues would begin in approximately five years (i.e., after substantial redevelopment has occurred). In the event that redevelopment occurs prior to the installation of improvements, a development agreement between the developer and the City should be achieved which provides for the improvements at the time of redevelopment and eliminates the need for the Local Improvement By-law to be applied to the redevelopment site.

The public improvements program for 17th Avenue is divided into two phases. In the first phase I, the blocks between 5th Street W. and 9th Street W. are of the highest priority. Part of this phase is within Cliff Bungalow, and the program implementation is dependent on the removal of overhead powerlines and other utility constraints. The Planning and Engineering Departments will determine the extent of each phase during the detailed design phase, subject to budget approval. Construction scheduling should be arranged to include sidewalk construction during the summer and fall, with street tree planting the following spring.

6.1.3 Other Street Improvements

Additional public improvements on 4th Street are proposed. These would be provided for by the City through the general budget. The following additional improvements are proposed:

a. extension of alternate paving material across each of the avenues to identify the pedestrian crossing;

b. intersection narrowing along selected avenues to increase the size of pedestrian areas.

These improvements could be implemented in combination with either the street improvement program identified in this section or the parking improvement proposals (see Section 5.4).

6.2 SIDEWALK IMPROVEMENTS TO 5TH STREET

The existing sidewalk on the east side of 5th Street is not the standard width of a City sidewalk, and is in poor repair. In conjunction with the Lindsay Park Link, a new sidewalk should be installed which complies with the City Standard between 21st and 20th Avenues.

6.3 IMPLEMENTATION

It is recommended that:

1. The PLANNING DEPARTMENT, in consultation with 4th Street and 17th Avenue property owners and business people, and OTHER CIVIC DEPARTMENTS, prepare detailed master plans for 4th Street and 17th Avenue public improvements. A Local Improvement By-law is to be initiated by the City which provides for a 50-50 cost sharing agreement between the City and 4th Street and 17th Avenue property owners, and is to be brought forward for Council approval as budget constraints permit.

2. The Master Plans for 4th Street and 17th Avenue public improvements programs should be completed within one year of the adoption of this Area Redevelopment Plan.

3. The ENGINEERING DEPARTMENT coordinate the improvement of the 5th Street sidewalks. This improvement is to be completed within two years of the approval of this Area Redevelopment Plan or as budget constraints permit.

SUPPORTING INFORMATION TO

CLIFF BUNGALOW

AREA REDEVELOPMENT PLAN

December, 1984

TABLE OF CONTENTS

1. APPROACH TO PLANNING AND PLANNING IMPLICATIONS

1.1 Approach to Planning..... 33
1.2 Residential Land Use..... 33

1.2.1 Land Use Districts..... 34

1.3 Commercial Land Use..... 38

1.3.1 4th Street Commercial Land Use..... 38
1.3.2 17th Avenue Commercial Land Use..... 39

1.4 Office Conversions..... 43
1.5 Open Space and Recreational Facilities..... 44
1.6 Transportation..... 44

1.6.1 5th Street Task Force..... 46
1.6.2 Parking Congestion..... 47

1.7 Financial Statement..... 48

1.7.1 4th Street Public Improvements..... 48
1.7.2 17th Avenue Public Improvements..... 49

1.8 An Analysis of Future Development Potential..... 49

2. COMMUNITY PROFILE

2.1 Community History..... 53
2.2 Potential Heritage Sites..... 54
2.3 Physical Structure..... 55
2.4 Existing Land Use Districts..... 55
2.5 Existing Land Use..... 56

2.5.1 Residential..... 56
2.5.2 Schools and Parks..... 56
2.5.3 Commercial..... 56
2.5.4 Vacant Lands..... 58

PREFACE

This section provides background information to the Cliff Bungalow Area Redevelopment Plan. Its purpose is to describe the context within which planning proposals are offered. This section is not a part of the Area Redevelopment Plan, and therefore, has no legal status.

2.6 Demographic Characteristics..... 58

2.6.1 Age Structure..... 58
2.6.2 Family Structure..... 58
2.6.3 Household Characteristics..... 59
2.6.4 Vehicle Ownership..... 60

2.7 Dwelling Type..... 60

2.7.1 Dwelling Types..... 60
2.7.2 Streetscape..... 62
2.7.3 Redevelopment..... 63

2.8 Existing Open Space..... 64
2.9 Existing Transportation System..... 66

2.9.1 Existing On-Street Parking..... 66
2.9.2 Transit..... 66

3. BACKGROUND TO POLICY FORMULATION

3.1 The Planning Process..... 71
3.2 Issues and Concerns..... 71

3.2.1 General Considerations..... 71
3.2.2 Land Use Considerations..... 72
3.2.3 Transportation..... 72
3.2.4 Parks..... 73

3.3 Policy Direction..... 73

3.3.1 The Calgary General Municipal Plan..... 73
3.3.2 The Inner City Plan..... 73

4. COMMUNITY RESPONSE

4.1 Introduction..... 77
4.2 Community Response..... 77

LIST OF FIGURES

1. Alternative 1..... 35
2. Alternative 2..... 36
3. Alternative 3..... 37
4. 4th Street Sunlight Performance Standard..... 39
5. 17th Avenue Redevelopment Guidelines..... 41
6. 17th Avenue Sunlight Performance Standard.... 42
7. Seating Node for Lindsay Park Link..... 43
8. Summary of P.M. Peak Traffic Volumes, on 5th Street..... 45
9. Original Plans of Subdivision..... 53
10. Potential Heritage Sites..... 54
11. Topography..... 55
12. Existing Land Use Districts..... 56
13. Generalized Land Use Pattern..... 57
14. Existing Land Use Distribution..... 57
15. Age/Sex Profile..... 58
16. Pre-School Population..... 59
17. Average Household Size..... 59
18. Sequence of Development..... 60
19. Existing Open Space..... 64
20. Regional Activity Centres..... 65
21. Existing Transportation System..... 66
22. Existing Parking Policies..... 67
23. Inner City Plan Policies..... 74

1.0 Approach to Planning

Approach to Planning and Planning Implications

1.1 APPROACH TO PLANNING

In order to appreciate the issues in Cliff Bungalow and the approach to planning taken in the Cliff Bungalow A.R.P., it is essential to obtain a feeling for the community in terms of the attitudes of the people who live there, and the various groups who have an interest in Cliff Bungalow.

Cliff Bungalow was originally constructed as a single-family and duplex area prior to 1920. In 1935, planning controls were implemented to encourage apartment development. Since the redevelopment surge in the 1950's, some land was acquired as an investment rather than as personal residences. The Inner City Plan, 1979, recommended a change in policy for the community by encouraging conservation of the existing community rather than redevelopment. As a result, two different attitudes regarding the future development of the community are present.

The resident owners have acquired property in the community and intend to reside in the community on a long-term basis. This group desires a guarantee that any redevelopment will be compatible with the existing community character (e.g., older detached houses). This group prefers a conservation land use but with the flexibility to allow owners to create suites.

The investor-owner groups have acquired property as an investment and anticipate the eventual replacement of the existing structures with redevelopment at higher densities, as has occurred in other communities, such as Lower Mount Royal.

The planning process in Cliff Bungalow has attempted to be cognizant that there are two different groups with different aspirations for the community's future and that the area has positive attributes from both a rental and ownership perspective.

1.2 RESIDENTIAL LAND USE

The Proposed Cliff Bungalow Area Redevelopment Plan (1982) proposed three residential land use alternatives for review by Council. This approach was taken because land uses between 4th and 5th Streets were a major issue in the community. The original draft Area Redevelopment Plan (1981) recommended a conservation and infill (RM-2) designation for most of the community with a medium density (RM-5) designation adjacent to 18th and 24th Avenues. It also recommended a review of the operation of 5th Street. As a result, the 5th Street Task Force was established (see Section 1.6.1), and various residential land uses were examined.

The Proposed Area Redevelopment Plan presented three alternative land use proposals for the area adjacent to 5th Street, and between 4th and 5th Streets. It recommended in all alternatives

that the residential area adjacent to 5A and Cliff Streets could function as a conservation and infill area. This area is characterized by the large number of original houses in good condition.

The alternatives pertained to the area bounded by the lane west of 5th Street, and the boundary of the C-3(27) district. The basic goal for the area was to provide the most suitable residential land use, given the status of 5th Street and the existing living environment.

1.2.1 Land Use Districts

There were five residential land use designations considered. The RM-4 land use district (9 metre height, 60 units per hectare) was discounted because it offered no advantages compared to other districts. The following districts were proposed.

Single-Family

The retention of the single family detached housing designation (R-1) is proposed for the small parcel adjacent to Mount Royal, because the predominant land use is single-family dwellings on large lots with housing of good quality.

Conservation and Infill

The RM-2 land use district is recommended for the conservation area because it provides for the retention of existing buildings yet allows redevelopment for townhouses and stacked townhouses. The RM-2 conservation and infill district provides for a housing form suitable for family living within the inner city and provides flexibility for new developments, yet maintains a character and scale complementary with the existing 1 1/2 and 2 1/2 storey houses. It would contribute to the character of Cliff Bungalow by maintaining a building of complementary height, form and architectural detailing.

Medium-Low Density Infill

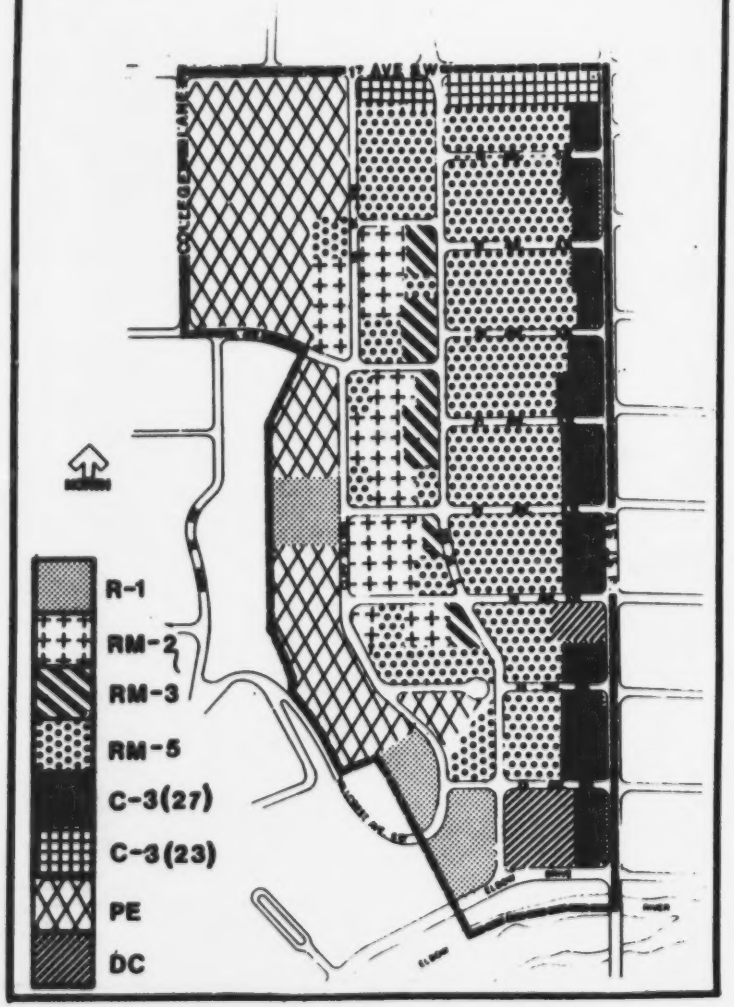
The RM-3 medium-low density district can function as a transition area between a conservation and infill district, and districts of either a residential or commercial use which would have a higher built form. The maximum density permitted is 111 units per hectare. Developments could take the form of townhousing and stacked townhousing and would typically be three storeys. This height would be compatible with the height of older structures in the community.

Medium Density Redevelopment

The retention of the existing RM-5 district is recommended for those parts of Cliff Bungalow which have a predominance of existing RM-5 redevelopment. This district serves as a transition area between adjacent higher density land uses in the Connaught/West Victoria area and the commercial land uses on 17th Avenue to the medium-low residential, and conservation and infill districts. The RM-5 districts in all alternatives are located adjacent to 17th Avenue, and to 24th and 25th Avenues.

The following Alternatives were presented in the proposed Area Redevelopment Plan.

Figure 1
ALTERNATIVE 1



Alternative 1 (see Figure 1)

This alternative included the R-1, RM-2, RM-3 and RM-5 land use districts and was based on the following rationale:

1. The area between 4th and 5th Streets is more suitable for rental accommodation for single adults than for family-oriented residential uses because of the number of existing apartments, and the status of 5th Street. Redevelopment to RM-5 apartments would encourage rental accommodation for single adults.

2. Office conversions would encourage the retention of existing houses, however with a change of land use from residential to commercial.

3. The RM-3 district would allow redevelopment of a scale complementary to the adjacent RM-2 district, and would be functional as a transition from the RM-5 to RM-2 districts.

Guidelines were proposed which encouraged redevelopment to respect the established community's character i.e., building quality and character, landscaping, and adequate parking provision.

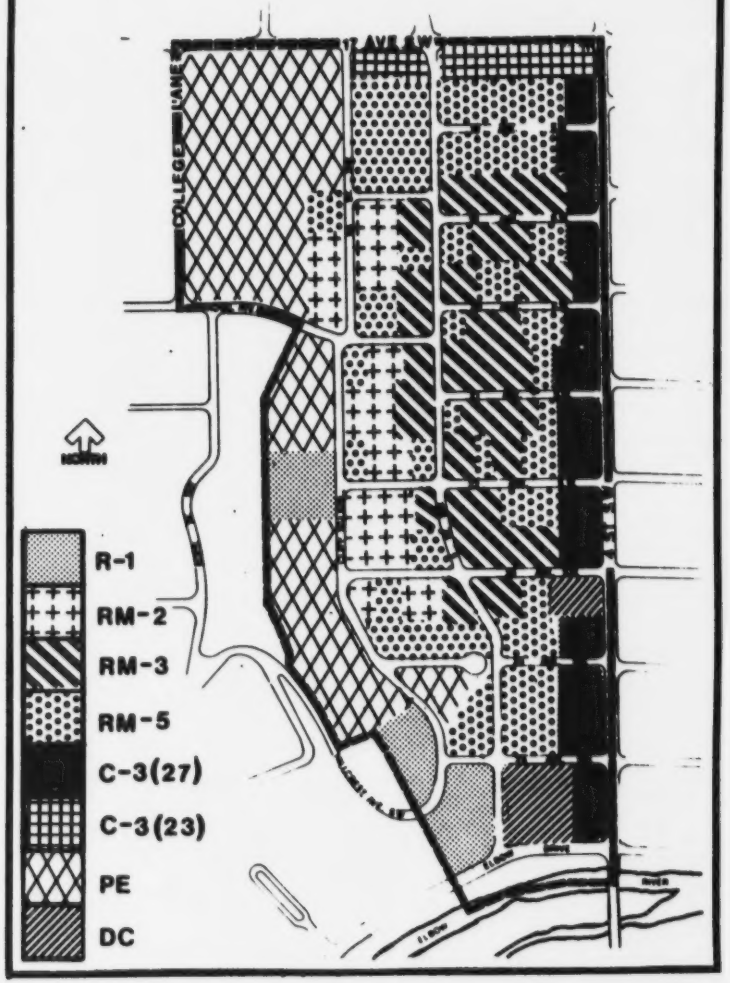
Alternative 2A and 2B (See Figure 2)

This alternative consisted of the R-1, RM-2, RM-3 and RM-5 districts. The RM-3 district has a height limit of 9 metres, and redevelopment guidelines can be used to encourage architectural elements for RM-5 and RM-3 developments which would enhance the existing community's character.

The rationale for the RM-3 medium low density designation between 4th and 5th Streets is to encourage a family-oriented area by providing for the flexibility for single houses, townhouses and stacked townhouse developments. In addition, there is the flexibility for both rental and ownership developments within the RM-3 district.

It is proposed in Alternative 2B that the office conversion policy would be applicable for the RM-3 and RM-5 districts between 4th and 5th Streets only. This would provide for the option for retaining houses by conversions to professional offices.

Figure 2
ALTERNATIVE 2



Alternative 3 (See Figure 3)

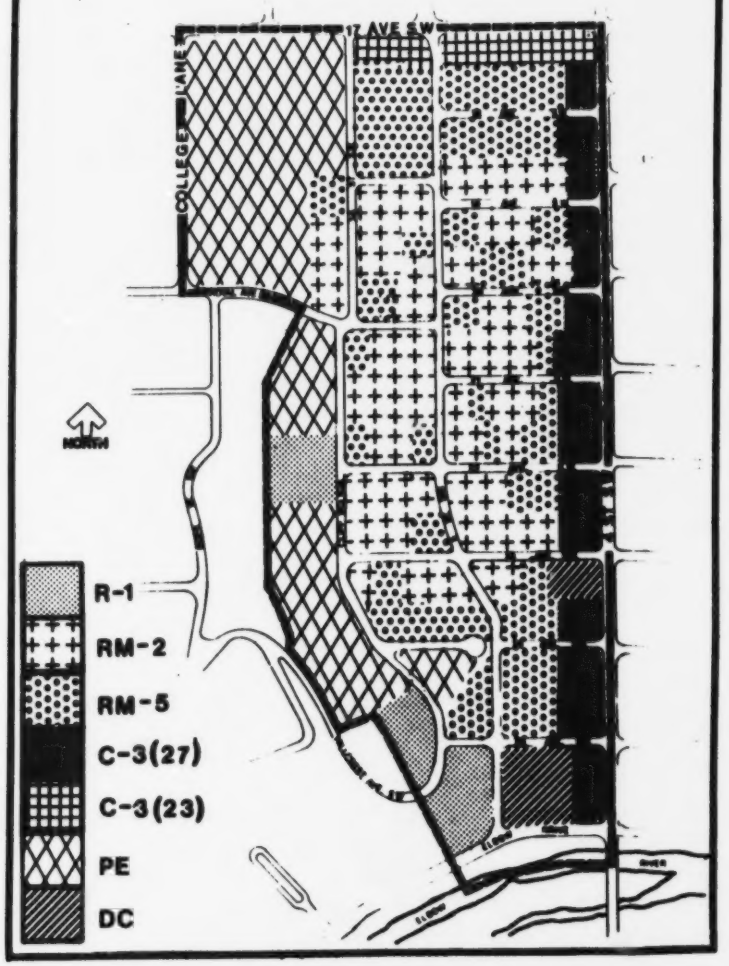
This alternative proposed a conservation and infill land use policy, as per the recommendation in the Inner City Plan. The intent of the conservation and infill policy is to preserve the existing streetscape, while providing an option for small multi-dwelling infill projects.

Medium density development is proposed in the northern section of the community, where it will form a transition area between the commercial uses on 17th Avenue and the high residential densities of Connaught/West Victoria. It is also proposed for the southern edge of the community where apartment redevelopment has already occurred.

Planning Department Recommendation

The Planning Department recommended Alternative 1 in the proposed Plan. At the Public Hearing of February 14, 1983, City Council reviewed the three residential land use alternatives and approved Alternative 3. At the Public Hearing of January 16, 1984, Council reviewed the By-law to redesignate a portion of the community to the RM-2 land use district and approved the RM-2 redesignation by-law for that portion of the community west of 5th Street S.W. The proposed Area Redevelopment Plan was revised to reflect this decision.

Figure 3
ALTERNATIVE 3



Planning Department Recommendation

The Planning Department recommends Alternative 1 in this Plan. It is felt that the area identified as a conservation area is large enough to function well, and would not be negatively affected by the adjacent higher density uses. The housing stock is also in good repair.

The retention of the existing RM-5 designation between 4th and 5th Streets is recommended because of the large number of existing apartments. These apartments are typically built to the maximum allowable density, and change the character of the streetscape. This area is located between two major roads and would function as a transition area between the conservation and medium-low density areas, and the commercial areas.

The RM-3 district is well-suited to function as a transition area since the three storey (9 metre) height limit is compatible with the 9 metre height limit permitted in the RM-2 district. Redevelopment would be at a density which would not substantially increase traffic in the area.

1.3 COMMERCIAL LAND USE

1.3.1 4th Street Commercial Land Use

Land Use Policies

The policies recommended in the Plan attempt to implement the policies established in the Inner City Plan.

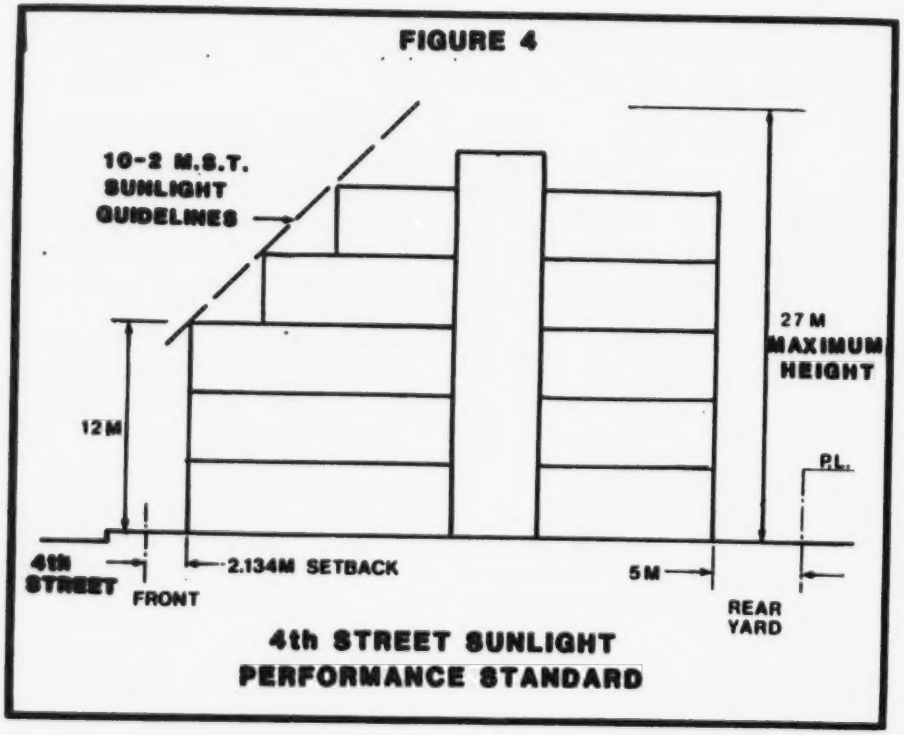
The Inner City Plan classifies the section of 4th Street between 19th and 26th Avenues as a Regional Pedestrian commercial strip, and the section between 19th and 17th Avenues as a Regional Auto commercial strip. The Plan recommends that 4th Street from 17th Avenue to 26th Avenue be classified a Regional Pedestrian commercial strip.

The intent of the policies recommended for 4th Street is to emphasize the pedestrian-oriented character and scale of the street. The recommendations for 4th Street relate to the building scale and intensity of use, the building form, and pedestrian amenities for the streetscape in the public environment.

Land Use District

The existing 3.0 maximum floor area ratio permitted under the C-3 district is to remain because of transportation constraints for 4th Street. Redevelopment densities in excess of 3.0 F.A.R. would increase the probability of traffic congestion, and could therefore, result in roadway channelization and widening.

A maximum building height of 27 metres is proposed for 4th Street and is applied to both the west and east sides of 4th Street. This height is compatible with the low to medium scale of the adjacent residential area in Cliff Bungalow, as proposed in the three alternatives. This height is also intended to provide a pedestrian scale, as recommended in the Inner City Plan, and to allow a reasonable level of sunlight to fall on 4th Street sidewalks between 10:00 a.m. and 2:00 p.m. (M.S.T.) in the spring and fall. The height limit also provides the developer with design flexibility in meeting the maximum density proposed (see Figure 4).



Redevelopment Guidelines

The intent of the redevelopment guidelines is to ensure an attractive, pedestrian-oriented retail and commercial character for 4th Street. This is achieved by the type of commercial/retail use, and the design of the first floor facade. At-grade building entrances to individual stores, weather protection for pedestrians, and the design of the by-lawed setback contribute to the 4th Street public environment.

The redevelopment guidelines also address the design, location and access to underground and surface parking.

Public Improvements Program

The public environment and specifically the sidewalk is to be upgraded by a public improvements program which would result in an attractive pedestrian shopping area.

1.3.2 17th Avenue Commercial Land Use

The recommendations for 17th Avenue between 4th Street and College Lane implement the Regional Pedestrian Oriented Commercial Strip policy approved in the Inner City Plan.

Land Use District

The A.R.P. recommends a C-3(23) land use district for 17th Avenue. The issues of commercial densities and building heights were addressed through:

1. A consultant's study to determine the densities which could be accommodated under certain sunlight performance standards;

2. The recommendation of the Transportation Department regarding transportation constraints that affect the commercial densities that should be allowed on 17th Avenue;

3. The merchants' and consumers' surveys, and public response to planning concepts presented at the 17th Avenue Open House.

On the basis of a thorough analysis conducted in a special study of 17th Avenue, a C-3(23) land use district (3 F.A.R., height limit of 23 m, 6 to 7 storeys) was considered appropriate for the following reasons:

1. The Transportation Department has indicated that 3.0 F.A.R. is the maximum density that should be permitted due to existing capacity constraints on 17th Avenue at the major intersections.

2. The concern that substantial road channelization or widening would reduce the desirability of the pedestrian oriented character of 17th Avenue;

3. If a density increase were permitted, there is evidence that the 1:46 m^2 parking standard could not be met on typical 17th Avenue sites due to geophysical site constraints. The Transportation Department recommended retention of the 1:46 m^2 parking standard;

4. An indication that the sunlight performance standard for sites on the south side of 17th Avenue could be met with a building height of 6-7 storeys while still allowing the developer significant design flexibility in meeting the maximum density of 3.0 F.A.R.;

5. The public's preference for building heights in the order of 5-7 storeys, and support for the preservation of sunlight on public park spaces and north sidewalks;

6. The perception that a building height of 6-7 storeys was very important in preserving the pedestrian scale of the Avenue and also to create a shopping street atmosphere different from the Downtown;

7. The evidence that land use districts proposed for the Downtown provide for in excess of a 20 year supply of office space in the Downtown and south Downtown, and the fact that 17th Avenue and other Inner City commercial strips are less than one-third developed to the maximum 3 F.A.R. For example, commercial strips such as 4th Street S.W. and 17th Avenue combined offer an estimated 510,590 m^2 (3.5 million sq.ft.) of undeveloped office space potential;

8. The importance of a height limit and density that would minimize the impact of commercial developments on the adjacent low and medium density residential communities to the south of 17th Avenue, that is, through traffic, spillover parking and transition in building height.

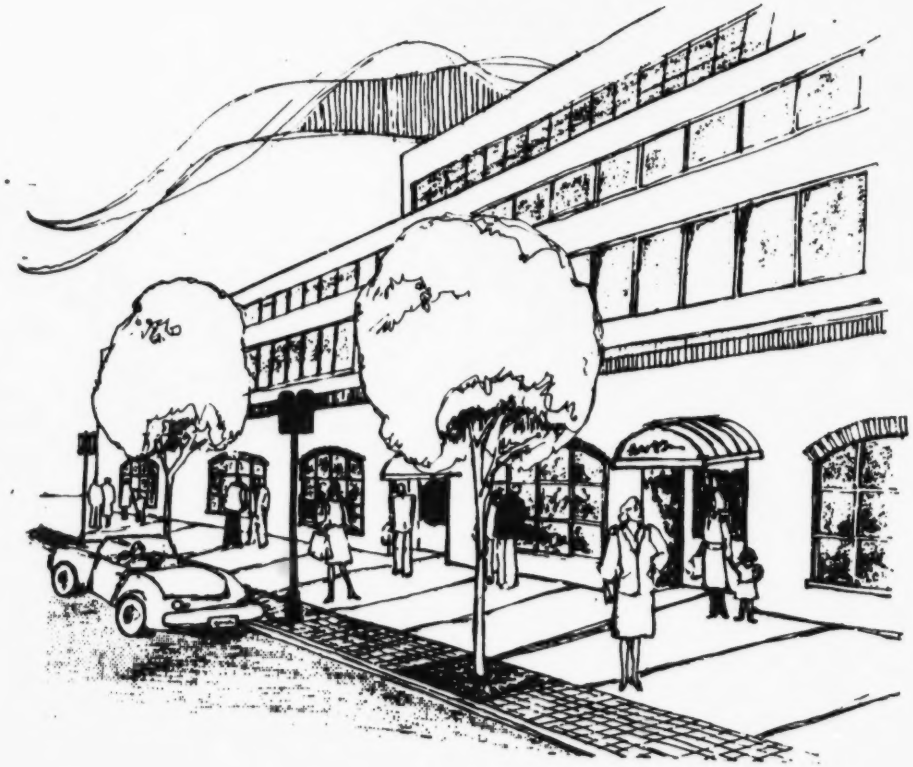
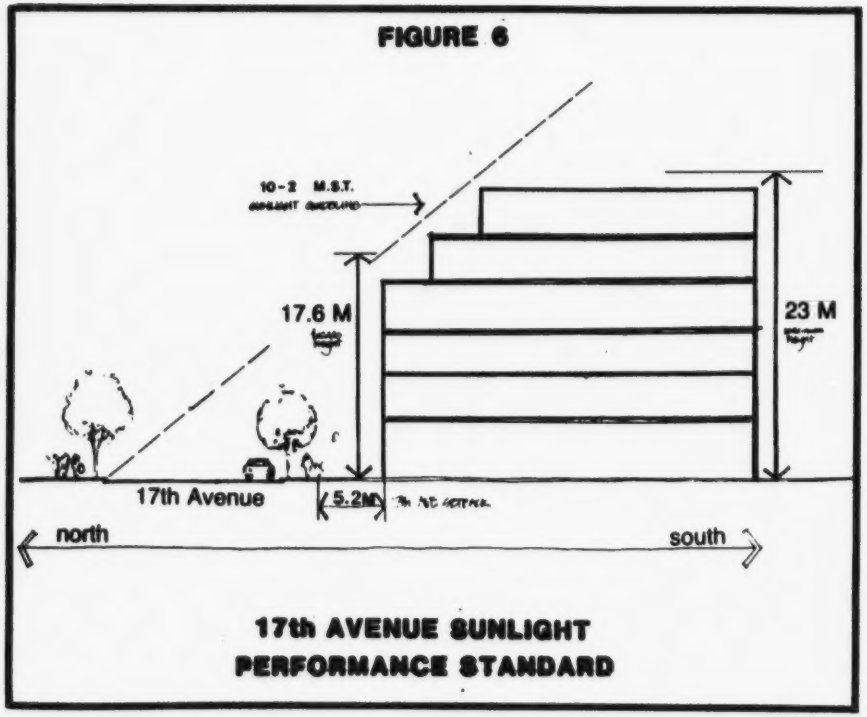


FIGURE 5 17th AVENUE REDEVELOPMENT GUIDELINES

FIGURE 6



17th AVENUE SUNLIGHT PERFORMANCE STANDARD

Redevelopment Guidelines and Public Improvements

The redevelopment guidelines for 17th Avenue are intended to support the regional pedestrian oriented shopping street policies for 17th Avenue. Emphasis has been placed on the nature of land uses, building height and form, the treatment of retail and restaurant uses at grade, and the design of parking and by-lawed setback areas. In addition, a 10:00 a.m. - 2:00 p.m. (M.S.T.), March 21 to September 21 sunlight standard is proposed for sites on the south side of 17th Avenue only. This particular standard is recommended because it corresponds to the time period of greatest pedestrian activity on 17th Avenue.

Public improvements have also been proposed for 17th Avenue to be developed within the existing right-of-way. These improvements are intended to enhance the pedestrian environment by utilizing street trees, attractive light standards, new sidewalk construction with brick pavers, and benches.

1.4 OFFICE CONVERSIONS

The issue of office conversions is not specific to any one community, but is common to the entire inner city. At present, no legal office conversions exist in Cliff Bungalow. However, office conversions are proposed in the adjacent communities of Lower Mount Royal and Connaught/West Victoria.

The demand for office conversions is expected to continue. The policy proposed in the Plan allows conversions with specific redevelopment guidelines which would not detract from the overall character of the community.

In order to limit the spread of office conversions, the Plan proposes that only residential structures between 4th and 5th Streets be considered for office uses. In order to limit the amount of commercially-generated traffic, medical offices are not permitted.

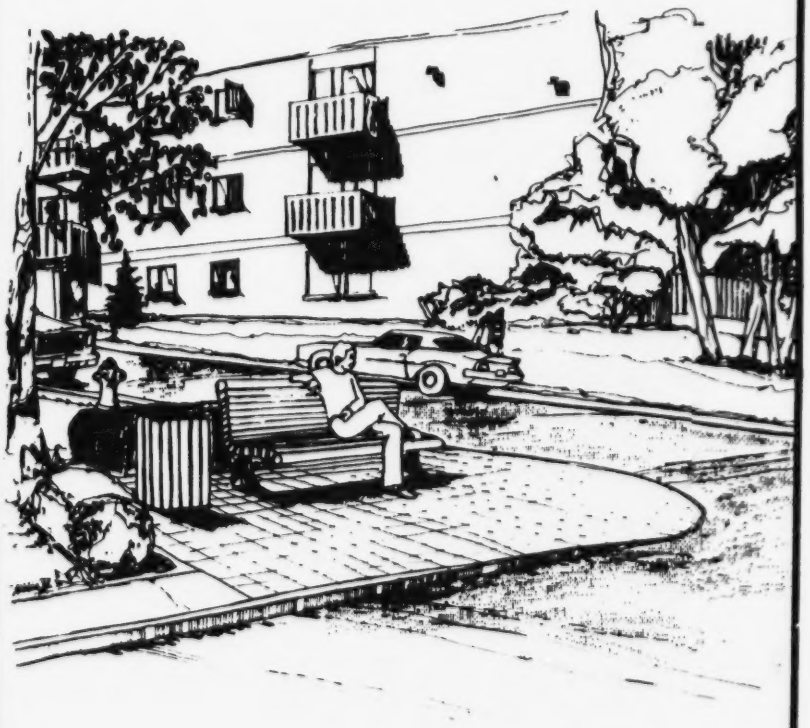
By-law Amendments

In order to provide that each application for an office conversion is thoroughly reviewed, a public hearing to amend the Land Use By-law 2P80 would be required.

The office use is added to the residential district (i.e., RM-5 or RM-3) and is confined to the life of the structure. Should the existing structure be destroyed or demolished, the land retains its residential guidelines.

FIGURE 7

SEATING NODE FOR LINDSAY PARK LINK



1.5 OPEN SPACE AND RECREATIONAL FACILITIES

There is a small park adjacent to 24th Avenue, and two school grounds on the edge of the community. The provision of open space is less than the City standard for the community's population, however the Plan proposes that only the Cliff Bungalow School site should be purchased for open space, if the school is closed. Improvements to the small triangular park are also proposed so that it could have more play facilities and therefore be more intensively used.

It is proposed that an east-west pedestrian corridor be established to provide a safe and well-defined pedestrian connection between Cliff Bungalow and Lindsay Park, which is a major open space. This "Lindsay Park Link" will be composed of a coordinated signage system, and other improvements within the public right-of-way (e.g., landscaped seating nodes as illustrated in Figure 7). The pedestrian system would originate in Lower Mount Royal.

1.6 TRANSPORTATION

The Transportation recommendations proposed in the plan during the planning process, the traffic volumes and operation of 5th Street were identified by the community as a major concern. The major impacts of 5th Street identified by the community were:

(a) traffic volumes

(b) traffic noise and vehicular speed for a residential community, and;

(c) shortcutting traffic on residential avenues through Cliff Bungalow.

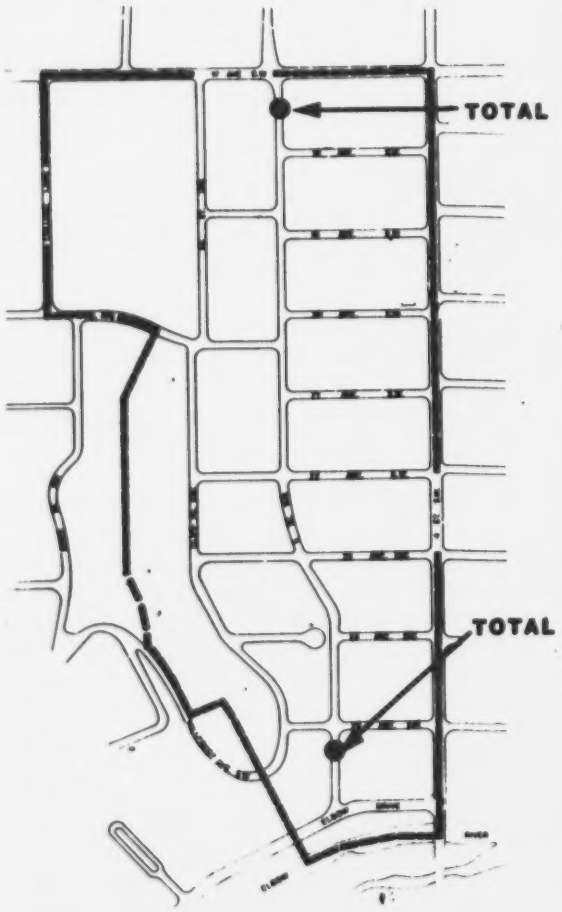
In order to quantify the impact of 5th Street on the adjacent residential areas, two characteristics, frequency of accidents, and noise generation, were analyzed. In comparing the total number of vehicular accidents and pedestrian-vehicular accidents before and after the opening of the 5th Street subway, the frequency of accidents has not significantly increased.

The impact of noise levels has a more direct effect on the community. Noise levels on the adjacent front yards are in excess of C.M.H.C. and City of Calgary standards. The Proposed Noise Policy currently being prepared by the Transportation Department recommends that noise levels should not exceed 60 dB(A) Leq (24) for outdoor recreation areas. Data collected in October, 1980 indicates a range of 40 dB(A) to 65.9dB(A) between three sites, a side yard, a front yard, and a rear yard. The data indicates that the noise level at the face of front walls adjacent to 5th Street exceeds the C.M.H.C. standard 100% of the day, and exceeds the proposed City of Calgary standard 85% of the day. The policy being prepared by the Planning Department recommends that the interior DNL should be 45dB(A) Leg (24). In older areas subjected to high noise levels, this is best handled by architectural acoustic treatment or during redevelopment.

Traffic volumes on 5th Street increased significantly after the opening of the 5th Street subway, but are not projected to increase substantially in the next twenty years (Figure 8).

FIGURE 8

SUMMARY OF P.M. PEAK TRAFFIC VOLUMES ON 5th STREET



TRAFFIC VOLUME ON 5th STREET (SOUTH OF 17th AVENUE)

Time	Before opening of under pass, Oct/79	After opening of under pass Mar/80	Change from Oct/79 to Mar/80	July 1981	Change from Mar/80 to July/81	1991 Projection	Change from July 1981 to 1991 Projection
A.M. peak	432	789	+ 83%	670	- 15%	--	--
P.M. peak	970	1461	+ 51%	1580	+ 21%	2000	+ 27%
6 hour total*	3662	6165	+ 68%	5930	- 4%	--	--
24 hour total				14,480			

TRAFFIC VOLUME ON 5th STREET (SOUTH OF 28th AVENUE)

Time	Before opening of under pass, Oct/79	After opening of under pass Mar/80	Change from Oct/79 to Mar/80	July 1981	Change from Mar/80 to July/81	1991 Projection	Change from July 1981 to 1991 Projection
A.M. peak	292	391	+ 34%	564	+ 44%	--	--
P.M. peak	1126	1334	+ 18%	1885	+ 41%	1825	- 3%
6 hour total*	3691	4730	+ 28%	5917	+ 25%	--	--
24 hour total				14,648			

NOTE:

The figures for the 1991 Projections assume modal split projections, population projections, and transportation facilities that are proposed and should be in place by 1991.

*(7-9 a.m., 11 a.m. - 1 p.m., 4-6 p.m.)

1.6.1 5th Street Task Force

Following the circulation of the draft Cliff Bungalow A.R.P. in June, 1981, conflicts in the perception of the role of 5th Street by the Transportation Department, Planning Department, and Community Association, resulted in the creation of the 5th Street Task Force. The Task Force was established in September, 1981, with representatives from the three groups. The objectives of the Task Force were:

1. To review the traffic operations on 5th Street (assuming a one-way southbound operation and a major road designation), in an attempt to reduce the impact of the roadway on adjacent residential properties with an emphasis on off-peak hours (i.e., evening and night);

2. To review the 2nd, 4th and 5th Street system using the alternatives described in the original Transportation Department's study to determine if other alternatives would better meet the objective of conservation in Cliff Bungalow while meeting the objectives of the transportation system.

3. To review land use options based on the transportation system recommended as a result of the review and to determine the most appropriate land use.

Many operational mechanisms and alternative schemes were evaluated by the Transportation Department. The Planning Department analyzed several land use alternatives ranging from conservation to medium density residential redevelopment. The main findings of the Task Force were as follows:

Transportation Department

1. An alternative whereby 5th Street would operate one-way southbound in the peak hours and two-way in the off-peak hours was discounted due to the high probability of wrong way movements due to lane reversals, and the lack of pedestrian safety.

2. Alternatives whereby 5th Street would function as a two-way street were discounted because:

   (a) all three lanes would be required for moving traffic, thereby increasing traffic volumes and requiring the removal of parking from 5th Street;

   (b) traffic congestion on 17th Avenue, 4th Street and 2nd Street would be increased to the point where several signalized intersections would be over capacity; and

   (c) left turns would have to be restricted.

3. The Transportation Department concluded that the existing 5th Street operation offers the most suitable solution for local traffic and the transportation network to the year 1991, given the 4th/5th/2nd Street system currently in place.

Planning Department

1. The evaluation of potential land uses dismissed high and low density residential, and commercial alternatives. These were rejected due to incompatability with the intent of the conservation policy, existing narrow lot widths, and major impacts on the roadway system.

2. Characteristics of different land uses were compared, and it was concluded that the two characteristics which would have the greatest impact on Cliff Bungalow were density and building form.

3. The Planning Department recommended the retention of the proposed RM-2 land use designation adjacent to 5th Street because it is the most compatible with the conservation policy and none of the other designations analyzed would provide a more suitable residential environment.

Recommendation

As a result of the meetings including the Community Association representatives, the Transportation and Planning Departments affirmed the following:

1. The retention of the existing one-way operation for 5th Street; and

2. The conservation land use policy for Cliff Bungalow.*

The completed Planning Department and Transportation Department reports resulting from the 5th Street Task Force are available for review in the Planning Department Library.

1.6.2 Parking Congestion

A parking survey of avenues between 4th and 5th Street conducted in November, 1980, by the Transportation Department identified that peak week-day parking congestion on the avenues occurred primarily in the morning and early evening when 60-95% of the available parking was occupied, and on avenues close to 17th and 26th Avenues, 90-100% of the available parking was occupied primarily by short-term parking throughout the day. Parking congestion during the evening hours is primarily attributed to restaurant operations on 4th Street. The pattern of short-term parking indicates non-local patrons frequenting either medical or commercial offices on 4th Street.

The continuation of the two-hour parking restriction policy would limit long-term parking from commercial uses in a residential area.

The parking improvement areas are proposed on two avenues and would provide approximately a 35% increase in short-term parking on those streets which require more parking to serve resident and merchant functions. The parking improvement areas would utilize angle parking and a system of one-way streets. These streets will be identified by the Transportation and Planning Departments in conjunction with the community. Public surface lots are not desirable in the community because they disrupt the residential character, are incompatible with some of the goals for a residential area, and are a very costly solution to parking congestion.

The recommendation for the area west of 5th Street is that the Transportation Department work jointly with the Community Association to prepare a policy to ameliorate on-street parking congestion. This was recommended to facilitate existing methods, such as block petitions for the 2 hour parking zone, etc.

*The Planning Department has since developed three alternatives, one of which is the conservation policy for Cliff Bungalow. However, the recommended alternative of the Planning Department is no longer conservation for the entire community.

1.7 FINANCIAL STATEMENT

Descriptions and cost estimate for all community improvements proposed in the Area Redevelopment Plan are in Table 1. The estimates are in 1982 dollars.

TABLE 1

CLIFF BUNGALOW PUBLIC IMPROVEMENTS			
TASK	PRIME RESPONSIBILITY	TIME FRAME	COST (1982 $)
1. 4th Street Improvements	Engineering and Planning	1983-1985	527,500
2. 17th Avenue Improvements	Engineering and Planning	1983-1985	317,670
3. Lindsay Park Link	Parks/Recreation	1983-1984	20,000
4. Parking Improvement Areas	Transportation	1983-1985	350,000
5. 24th Avenue	Parks/Recreation	1983-1986	To be determined
TOTAL			$1,215,170

1.7.1 4th Street Public Improvements

The cost estimate for public improvements is based on an average of $646 per metre or $197.00 per lineal foot for a 3 metre (10 foot) wide sidewalk. Under a Local Improvement By-law, 50% of the costs can be charged as a tax assessment to the property owners over a fifteen year period. The City would determine the charge and the interest rate.

The 50:50 cost share formula was considered appropriate since both property owners and the City as a whole would benefit.

The first phase for public improvements would be from 21st to 26th Avenues, and the second phase would be from 17th to 21st Avenues.

TABLE 2

4TH STREET PUBLIC IMPROVEMENTS		
Itemized By:	Item	Cost (1982 $)
Community	Cliff Bungalow Mission	527,500 527,500
Phase of Construction	Phase I Phase II	615,000 440,000
Lineal foot for 10 foot wide sidewalk	Total Cost 50% Share Cost to Property Owners*	197/lin.ft. 99/lin.ft. 18/lin.ft.

* Based on 50% cost sharing formula and a 15 year amortization period.

1.7.2 17th Avenue Public Improvements

The public improvements costs for 17th Avenue are similar to 4th Street public improvements. Table 3 indicates a cost breakdown for public improvements for the entire 17th Avenue Study Area. The cost of the improvements for Cliff Bungalow are estimated to be $317,670.

The funding of the 17th Avenue public improvements is proposed to be implemented by a Local Improvement By-law, with a 50:50 cost sharing by property owners and the City.

TABLE 3

17TH AVENUE PUBLIC IMPROVEMENTS		
ITEMIZED BY	ITEM	COST[2] 1982
Community	Lower Mount Royal Cliff Bungalow Mission Connaught/West Victoria	$766,000 $317,670 $494,090 $1,595,020
Phase of Construction	Phase I Phase II	$2,274,730 $898,050
TOTAL		$3,172,780
Lineal Foot of Improvement	Total Costs 50% Share Assessment Charge[3]	$220 $110 $19

1 Includes a 15% contingency amount.
2 Includes a 20% contingency amount.
3 Based on 50% share of total costs, and 15 year amortization.

1.8 AN ANALYSIS OF FUTURE DEVELOPMENT POTENTIAL

The maximum potential population that could be accommodated in Cliff Bungalow in each of the three alternatives is shown in Table 4. The total population density per hectare for each alternative is also indicated. With the implementation of the office conversions, these population totals may not be achieved in the near future. Since some of the office conversions would be an interim use pending redevelopment, the office conversion policy may affect the time required to attain the maximum population for the area.

TABLE 4

SUMMARY OF POTENTIAL POPULATION FOR CLIFF BUNGALOW FOR ALL ALTERNATIVES

	Potential units	Projected Population	Total Population * density/hectare
Alternative 1	2240	3763	300
Alternative 2	1760	3000	240
Alternative 3	1518	2550	200

Assumption: 1.68 occupancy rate for each apartment (from 1981 City of Calgary Census).

* based on number of net hectares of residential land.

The 1981 population of Cliff Bungalow was 2,204.

2.0 Community Profile

Community Profile

2.1 COMMUNITY HISTORY

The Cliff Bungalow area was originally owned by the Canadian Pacific Railway as part of its large holdings in the Mount Royal area. This tract included land south of 17th Avenue, between 4th Street and 14th Street S.W.

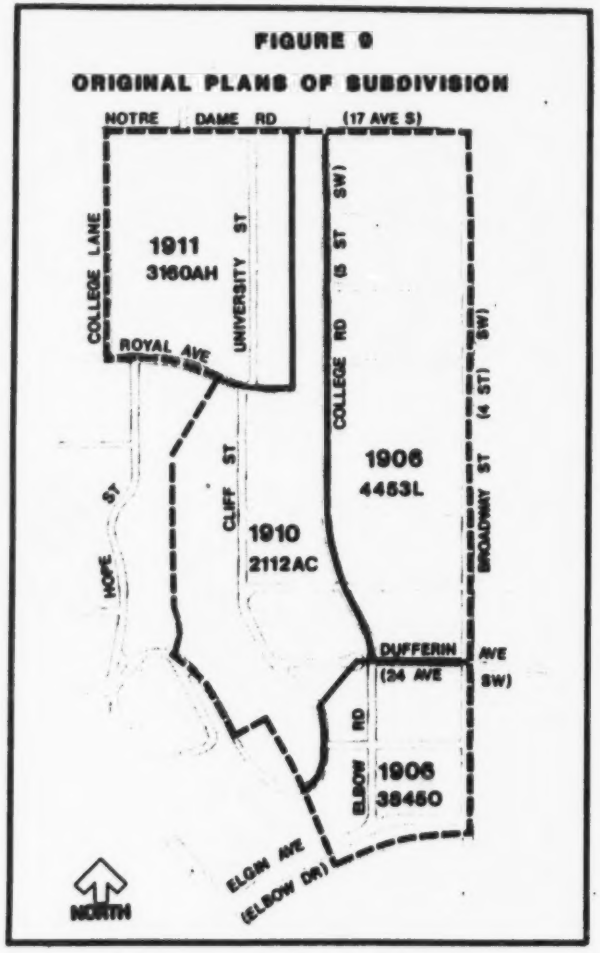
Between 1905 and 1912, Calgary experienced a significant boom period, growing in population from an estimated 5,000 people in 1905 to 44,000 people in 1914. The boom was sustained by a number of economic incentives including the announcement by CPR of the construction of the Odgen railway shops, the discovery of oil in the Turner Valley, and the anticipated arrival of two additional railways, the Canadian Northern, and the Grand Trunk Pacific. Most of Cliff Bungalow was developed between the years of 1907 and 1912 and the original plans of subdivision for the area are shown in Figure 9.

The high demand for residential housing during this period resulted in the development of communities such as Roxboro, Elbow Park, Windsor Park, Mount Royal, Elboya, and Glencoe. The area east of Cliff Bungalow, known today as "Mission", had previously been established as a village in 1899 and was annexed in 1907.

Western Canada College was established in 1903 as an all male non-denominational private school, one of six then present in Calgary. Financial difficulties resulted in closure of the school in 1924, and it was purchased by the City of Calgary Public School Board in 1926. By 1920, the Cliff Bungalow Elementary School was built on Cliff Street and served the community.

FIGURE 9

ORIGINAL PLANS OF SUBDIVISION



Development in the community during the 1920's to the end of the 40's consisted of single family wood frame houses, two family housing and small apartment buildings. In 1935, much of the Cliff Bungalow area was zoned to permit apartment

development. Since then, numerous apartments of varying size were built, particularly in the area between 4th and 5th Streets. The housing along Hillcrest Avenue has retained a single family residential designation and has remained of a scale and character more typical of Mount Royal than Cliff Bungalow.

2.2 POTENTIAL HERITAGE SITES

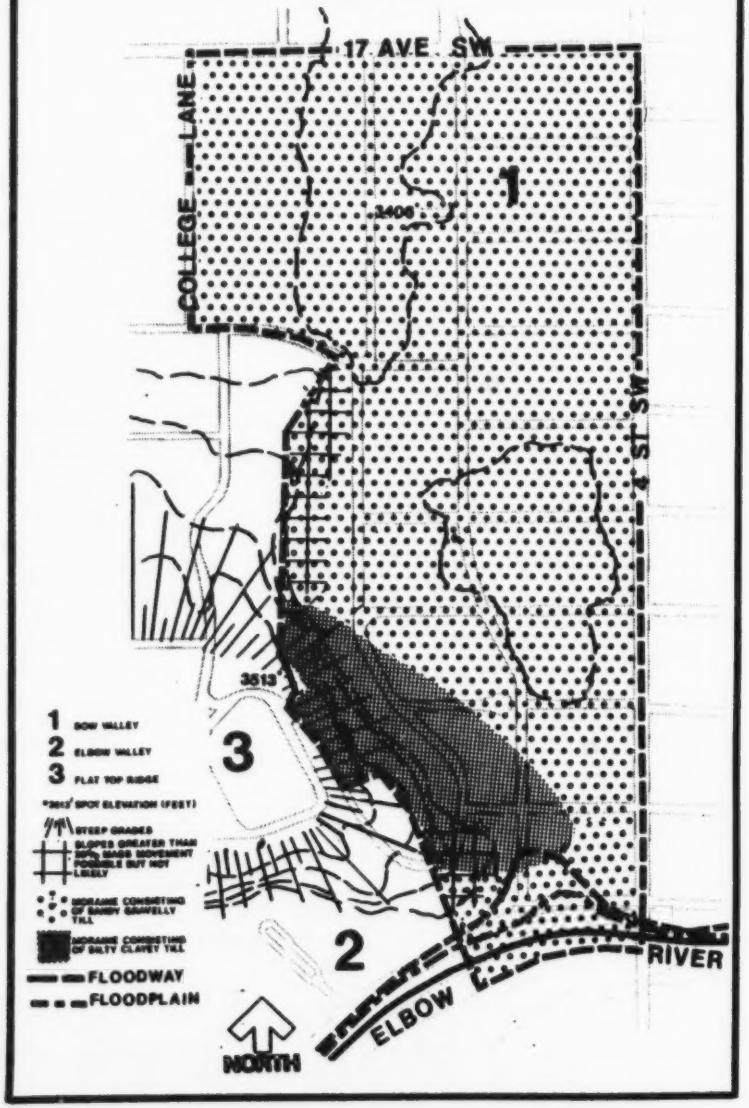
There are no designated Provincial Historic Sites in Cliff Bungalow, however there are seven potential heritage sites of municipal interest. These sites are currently being evaluated, and additional sites may be added to the list. The potential heritage sites are located in Figure 10 and are as follows:

Location No.	Site
1.	Red Cross Children's Hospital, 1914 522 - 18 Avenue S.W.
2.	Yale Apartments, 1910 2121 - 5 Street S.W.
3.	William Aberhart House, 1927 2505 - 5 Street S.W.
4.	Adult Education Day Care (originally Holy Angels School), 1919 2325 Cliff Street S.W.
5.	Cliff Bungalow School, 1920 2201 Cliff Street S.W.
6.	Western Canada High School, 1929 641 - 17 Avenue S.W.
7.	Tivoli Theatre, 1936 2015 - 4 Street S.W.

FIGURE 10
POTENTIAL HERITAGE SITES

FIGURE 11

TOPOGRAPHY



2.3 PHYSICAL STRUCTURE

The western boundary of Cliff Bungalow is formed by the escarpment, which is the most significant physical feature in the community. This escarpment area is important to the community as a recreational and open space resource. The height of the escarpment is approximately 28 m (92 ft.).

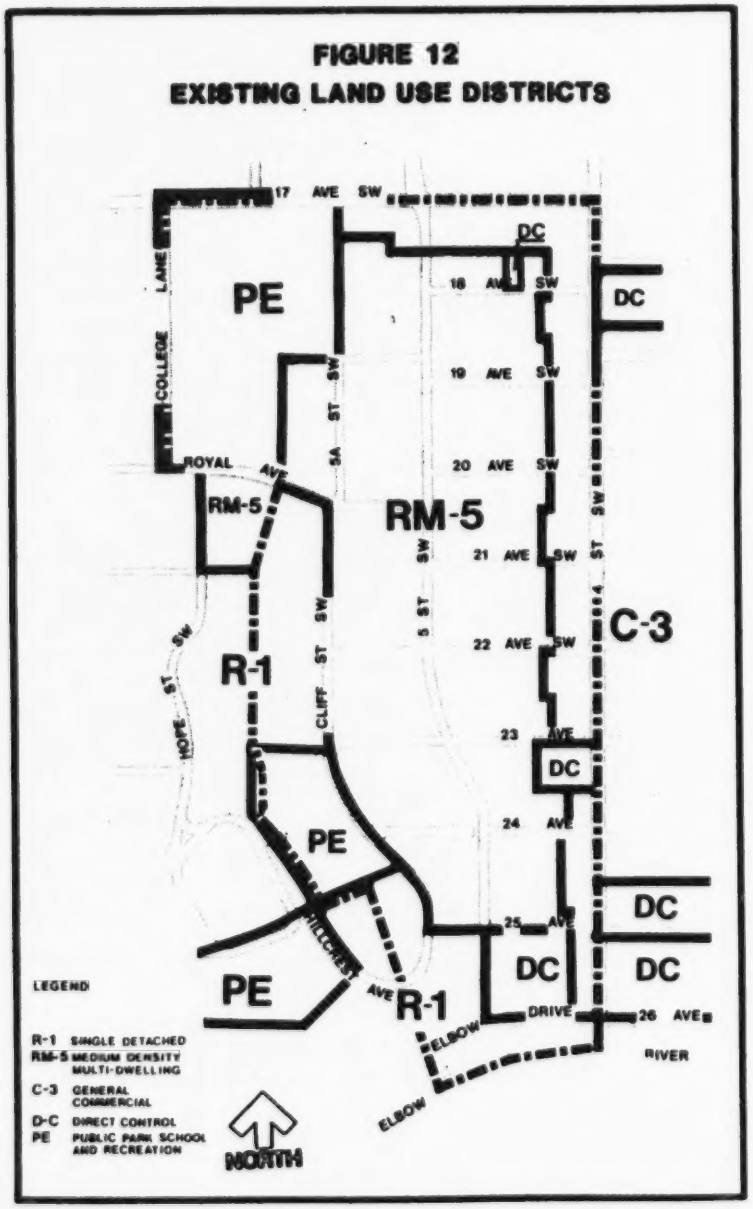
Since the construction of the Glenmore Dam and Reservoir, the probability of the area being flooded by the Elbow River has been greatly reduced (see Figure 11). Flooding from the 100 year storm would affect only the Safeway site and Elbow Drive.

2.4 EXISTING LAND USE DISTRICTS

The Cliff Bungalow community currently has five land use districts guiding development in the area, as illustrated in Figure 12. The existing RM-5 district applies to over half of the community and allows for the development of apartment buildings to a maximum of four storeys. Western Canada High School and the open space area south of Cliff Bungalow Elementary School are designated PE (Park and Education).
The C-3 (General Commercial) district is located along 17th Avenue S.W. and 4th Street S.W. This district provides for a variety of commercial enterprises including retail, personal services, entertainment, automotive, medical, and educational. The building height allowed for this district is 46 metres.

A small portion of the community along Hillcrest Avenue is designated R1 (Residential Single Detached). Within this district is located the Cliff Bungalow Elementary School and the Adult Day Care Centre. The Calgary Board of Education owns the land and the Cliff Bungalow School fee simple.

FIGURE 12
EXISTING LAND USE DISTRICTS



The two Direct Control (D.C.) districts in Cliff Bungalow are the Mission Professional Centre located at 2304 - 4th Street (AM #2207/LUCG #8546) and the Safeway site at 5th Street and Elbow Drive (AM #1763/LUCG #7679).

2.5 EXISTING LAND USE

The generalized land use pattern in Cliff Bungalow is shown in Figure 13. Although land uses tend to be dispersed throughout Cliff Bungalow, there are some definate land use trends and patterns (Figure 14). Cliff Bungalow is composed of approximately 25.3 net hectares (62.5 net acres).

2.5.1 Residential

Residential development accounts for 31.4% of the community's area (including single family and duplex/conversions). Since 1935 when apartment development was first permitted, 17.8% of the community's area has been rebuilt with low-rise apartment structures. These apartments are dispersed throughout the community.

2.5.2 Schools and Parks

The largest land use component is the public and quasi-public land use which includes educational and institutional facilities, and is an identifiable public area which separates Cliff Bungalow from Mount Royal to the west. The escarpment to the south of Cliff Bungalow School continues this separation. Cliff Bungalow has a relatively large proportion of open space (6.6%) compared to other inner city communities.

2.5.3 Commercial

The commercial and retail component occurs along 17th Avenue and 4th Street and is approximately 16% of the community's land use. The strip does not consist of continuous commercial development,

FIGURE 13
GENERALIZED LAND USE PATTERN

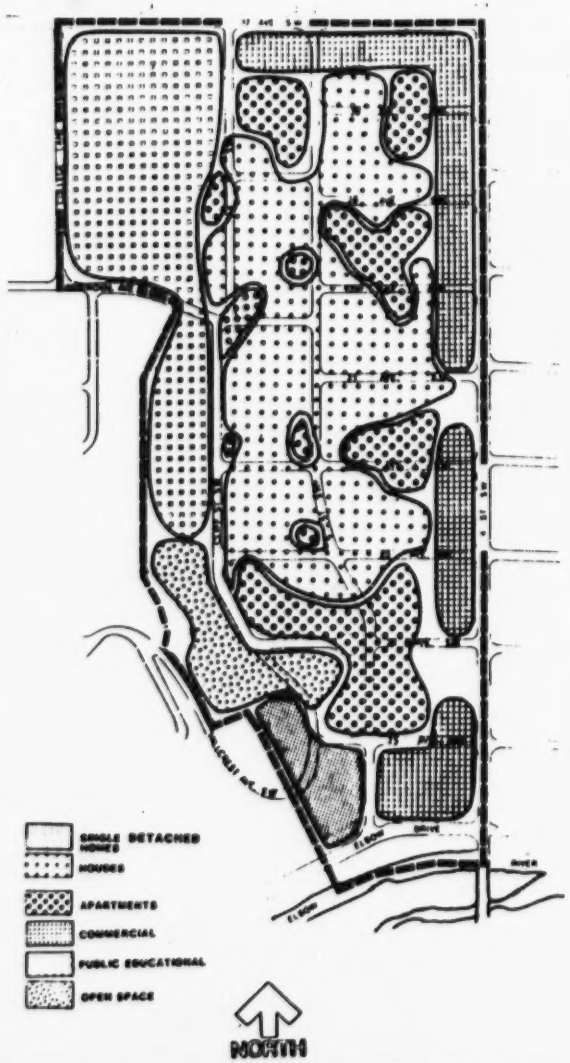
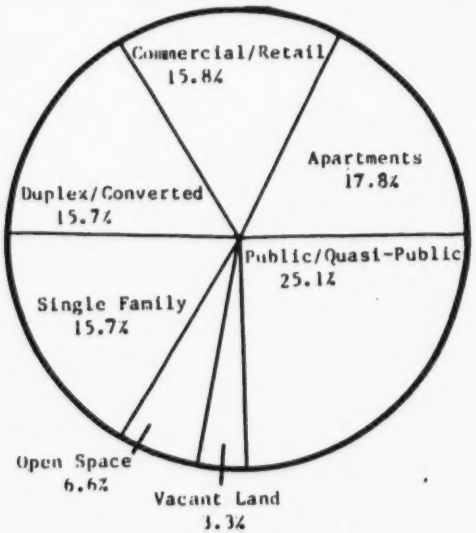


FIGURE 14
EXISTING LAND USE DISTRIBUTION



Cliff Bungalow
Land Use by Area

Total Cross Area* - 35.91 ha (89.79 acres)
Total Net Area = 25.29 ha (63.24 acres)
Gross Density = 51.6 P.P. ha.
Net Density = 73.1 P.P. ha.

Land Use Type	Net Area-Hectares (Acres)	Percent of Total Net Area
Single Family	3.98 (9.94)	15.71
Duplex/Converted	3.96 (9.90)	15.66
Apartments	4.49 (11.24)	17.78
Public/Quasi-Public	6.35 (15.89)	25.13
Open Spaces	1.67 (4.19)	6.62
Commercial/ Industrial/Retail	4.01 (10.01)	15.82
Vacant Land	.83 (2.07)	3.28
Total	25.29 (63.24)	100%

Source: City of Calgary Planning Department 1980
* Total Gross Area refers to the land area including road and lanes.

but contains breaks due to vacant land and residential houses.

2.5.4 Vacant Lands

In 1981, a little over 3% of the land was vacant, of which the major portion was land assembled for commercial development.

2.6 DEMOGRAPHIC CHARACTERISTICS

The total population for Cliff Bungalow in 1981 was 2,204 persons. The main elements shaping Cliff Bungalow's social structure include:

- a large young adult population;
- a small and declining pre-school population;
- a declining average household size.

2.6.1 Age Structure

Cliff Bungalow's population structure is typical of an inner city community (Figure 15). Thirty-five percent of the population are in the 20-30 year old age category, which constrasts with the Calgary average of 20%. The senior citizens are a prominent group representing 16% of the community's population, compared to the Calgary average of 7%. A third group, indicative of the family structure of the community, is the school age (0-14 years). Just one-tenth of the population is of school age compared to 25% of the City as a whole.

2.6.2 Family Structure

The 1976 Canada Census indicates that 319 of every 1000 households in Cliff Bungalow and Mission communities were "family-oriented" meaning married couples with or without children, or single parents with children.

FIGURE 15
AGE-SEX PROFILE

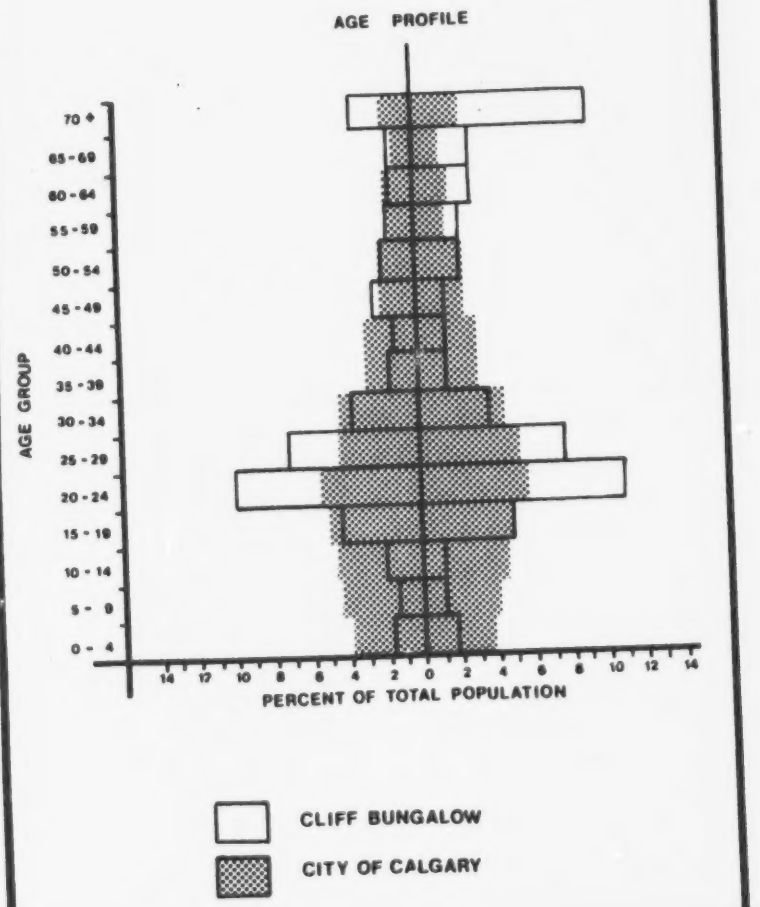


FIGURE 16

PRE-SCHOOL POPULATION

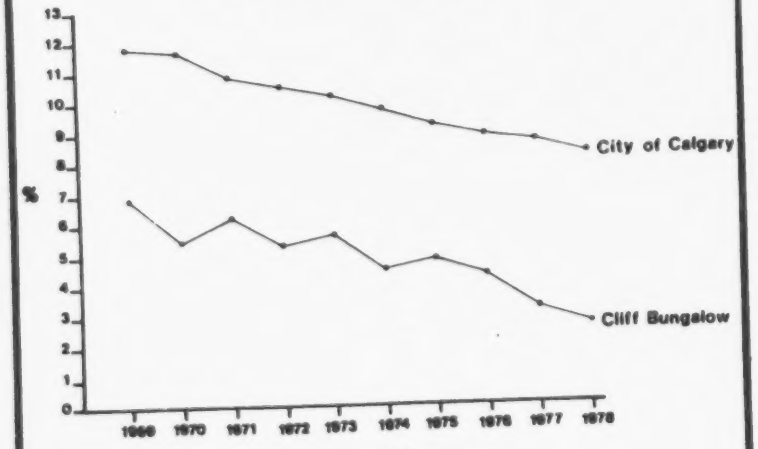


TABLE 2

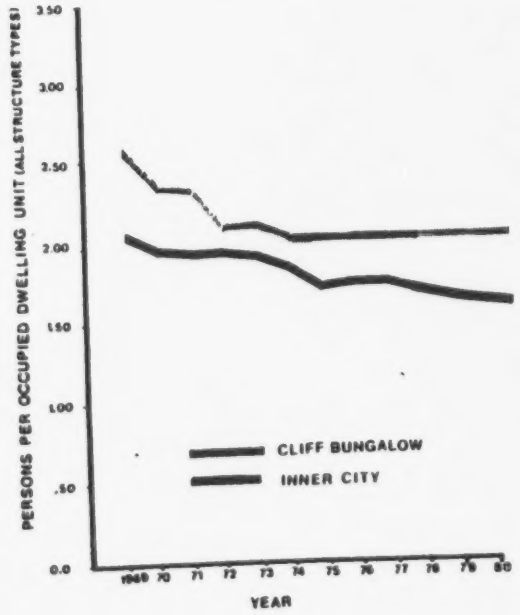
PERCENT (%) OF PRESCHOOLERS OF TOTAL SAMPLE POPULATION, THE CITY OF CALGARY, CLIFF BUNGALOW COMMUNITY

1969 - 1978

AREA	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978
Cliff Bungalow	6.9	5.4	6.1	5.3	5.8	4.6	4.8	4.3	3.1	3.7
Calgary	11.9	11.8	10.9	10.5	10.1	9.6	9.1	8.9	8.6	8.3

FIGURE 17

AVERAGE HOUSEHOLD SIZE



PERSONS/OCCUPIED DWELLING UNITS

Structure Type \ Year	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Single Family	3.38	3.76	3.00	3.01	2.91	3.00	2.52	2.76	2.84	2.54	2.58	2.61
Duplex	2.38	2.30	2.10	2.35	2.12	2.10	1.98	1.90	1.69	1.88	2.11	1.43
Converted Structure	1.02	1.90	1.91	1.75	1.83	1.76	1.72	1.68	1.69	1.67	1.63	1.58
Apartment	1.71	1.76	1.71	1.75	1.68	1.91	1.46	1.81	1.52	1.47	1.45	1.47
Other	5.77	4.83	2.10	2.75	3.40	3.33	9.33	17.00	13.25	4.00	13.25	14.25
ALL STRUCTURE TYPES	2.66	1.90	1.84	1.86	1.91	1.88	1.88	1.73	1.73	1.88	1.83	1.82

Another indicator of family structure is the number of preschool children. The preschool population of Cliff Bungalow has been less than the City average since 1969, and has been slowly declining (Figure 16).

2.6.3 Household Characteristics

Between 1969 and 1978, the number of dwelling units in Cliff Bungalow increased by 20% from 1,011 units to 1,215 (Figure 17). During 1969 to 1980 the occupancy rate declined from 2.05 to 1.62 persons per dwelling unit, with the result that the population decreased by 7.3% from 2,025 to 1,886 persons. Due to new apartments and

condominia, the population increased in 1980 (1,925) and 1,981 (2,204). This trend of a decreasing occupancy rate is not unique, and most of the inner city communities have experienced this.

2.6.4 Vehicle Ownership

The number of vehicles per dwelling unit is lower than the City average. The community average for all dwelling types is .75 vehicles per dwelling unit, compared to the City average of 1.36 vehicles per dwelling unit.

2.7 DWELLING TYPE

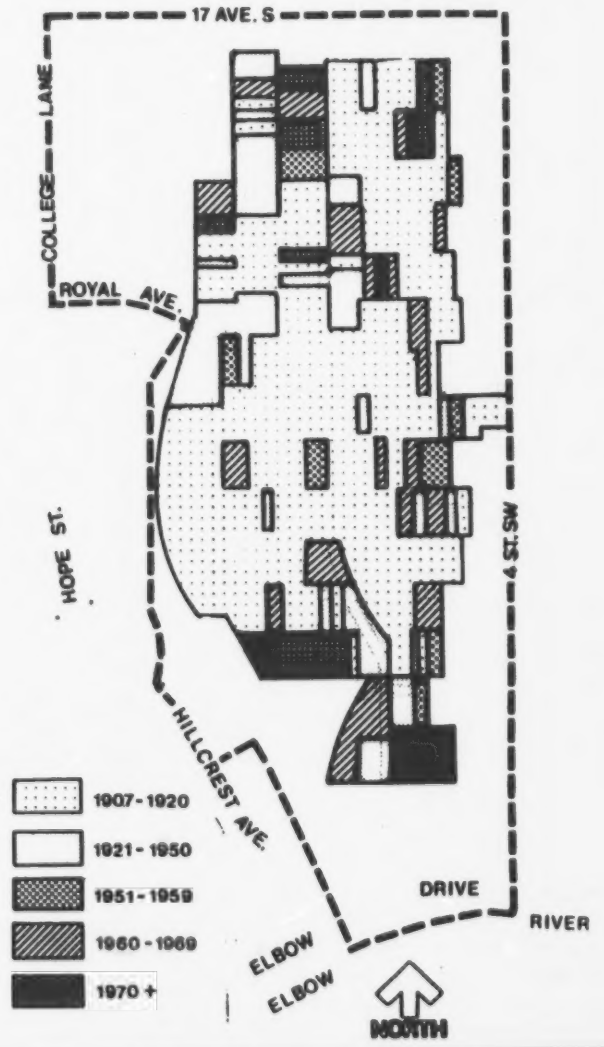
2.7.1 Dwelling Types

Cliff Bungalow contains 242 residential structures located within areas designated residential by the Land Use By-law 2P80 (i.e., those areas designated RM-5 or R-1). Of this total, 191 (79%) are original houses. The balance, 51 structures (21%), represent apartment redevelopment which has occurred over the years.

Lot frontages and sizes predominantly reflect the original single and two-family development pattern. The original plans of subdivision divided the area north of 24 Avenue into lots of 50 feet and 25 feet. The area east of 5 Street contained 50 foot lots as did the area west of 5 Street and north of Royal Avenue. South of Royal Avenue and west of 5 Street, the area was predominantly subdivided into 25 foot lots. Over the course of time, many of the 50 foot lots were divided further.

Figure 18 illustrates the pattern created by the residential lots within the community that have frontages of 50 feet or less. Due to the original development pattern, eighty percent of all lots are 558 square metres (6,000 square feet) or less.

FIGURE 18
SEQUENCE OF DEVELOPMENT



The community housing is comprised of a mixture of 1 1/2 and 2 1/2 storey houses, and bungalows built on lots ranging from 7.6 to 15.2 metres wide. The ground floor plan of houses in the community range from 60 square metres to 116 square metres with the average containing approximately 93 square metres. From grade to the eaveline, the height of the original structures varies from 4 to 6 metres.

The original houses typically have sloping and pitched roofs, with or without gables, and a variety of window and front facade details. Often the houses have porches or verandahs. The predominant building material is wood, both in construction and finishing. Stucco and brick structures are also present, but to a lesser extent. The dominant characteristics of the community are:

- consistent front yard depth with adjacent structures;
- consistent roof heights and pitch;
- repetition of pitched and sloping roofs;
- repetition of a dominant roof shape every 8-9 metres;
- maximum lot size for development;
- individual pedestrian access to structures from the front yard.

2.7.2 Streetscape

There are three main elements which contribute to the positive quality of Cliff Bungalow's streets.

The original development enforced a uniform setback for all structures from the roadway, both on avenues and streets. This element, in conjunction with the generally uniform 2 1/2 storey pitched roofline, provides a sense of order for the street environment as a whole.

The development of housing on narrow lots provided the consistent repeating of a dominant shape. The sense of individualism and personal identity is provided within the streetscape.

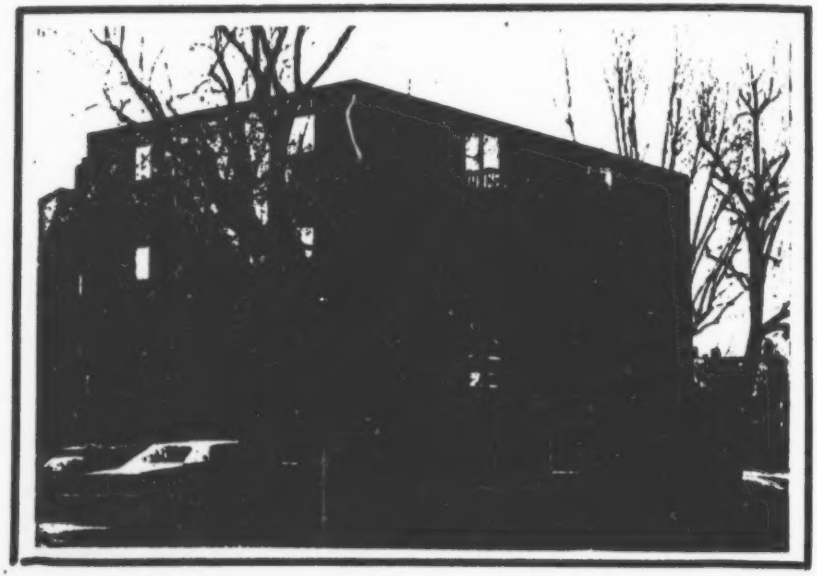
Since the area developed just prior to World War I, the community's vegetation consists of large, mature trees. The mature vegetation enhances the residential nature of the community, both functionally in reducing noise and wind, and aesthetically in promoting the attractiveness of the area.

2.7.3 Redevelopment

Redevelopment introduced housing forms which do not complement the community's character, nor contribute to the attractiveness of the streetscape. The newer housing, while respecting small lot development and continuing the street's building setback, is not sensitive to the original community housing in the following ways:

- The pitched roof was replaced by the more utilitarian and economical flat roof, and the rhythm of the street's roof-line was interrupted.

- The articulation and detail of the front facade was nominal in contrast to the older housing. This presents a stark, blank wall to the street in comparison to the variety of facades of the older houses.



2.8 EXISTING OPEN SPACE

Cliff Bungalow has three parks and open space areas located within its boundaries comprising an area of 1.67 hectares (Figure 19). Two of the three areas are used in association with the schools. The area located immediately south of Western Canada High School is well used after school hours and on weekends for active recreation. The second site is located west of Cliff Street. It surrounds the Adult Day Care centre and the Cliff Bungalow Elementary School and the escarpment. The escarpment is an aesthetic feature in the community as well as an area for more adventureous recreation for the community's residents. The open space adjacent to Cliff Street is flat and provides space for active sports.

The third area consists of a small triangular park area at 24th Avenue and Cliff Street. This small grassed area contains mature trees and some tot lot facilities.

A direct benefit of residing in the inner city is the relative proximity of a number of regional recreational and cultural facilities. As illustrated in Figure 20, Cliff Bungalow is less than 3 Km from a number of regional recreational facilities. While most of these activity centres would be beyond normal walking distance, existing public transit provides for good accessibility.

FIGURE 19
EXISTING OPEN SPACE

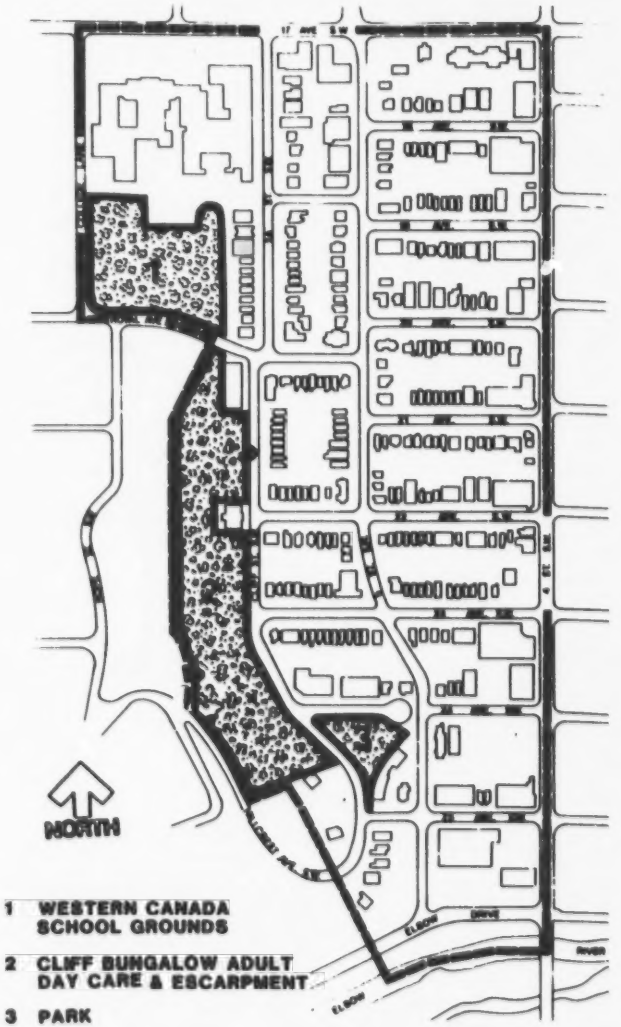
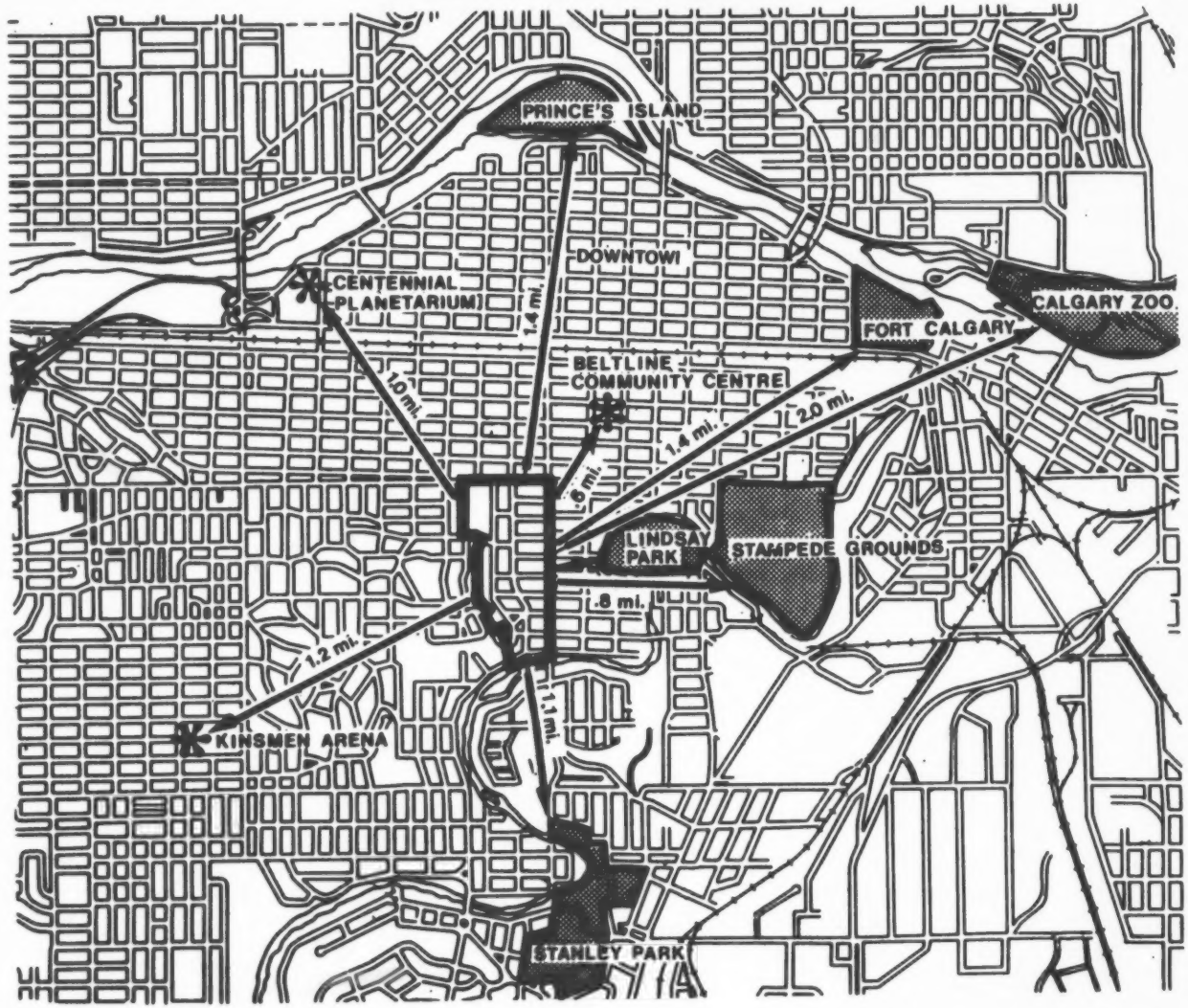


FIGURE 20

REGIONAL ACTIVITY CENTRES



2.9 EXISTING TRANSPORTATION SYSTEM

The existing transportation system is shown in Figure 21. Seventeenth Avenue S., 4th Street W., 5th Street W., and 26th Avenue between 4th and 5th Streets are designated as major standard roads in the approved Transportation By-law 3M82. Seventeenth Avenue and 4th Street are designated truck routes under current City policy.

2.9.1 Existing On-Street Parking

Parking restrictions currently exist on the avenues between 4th and 5th Streets, and 5A Street (Figure 22). Both 18th and 19th Avenues have parking meters. The intent of these restrictions is to prohibit all day weekday parking by commuters, but allow overnight parking for residents.

2.9.2 Transit

Transit corridors are located along the following roads within the Cliff Bungalow A.R.P. boundaries:

- 17 Avenue S.
- 4 Street W.
- Elbow Drive

FIGURE 21
EXISTING TRANSPORTATION SYSTEM

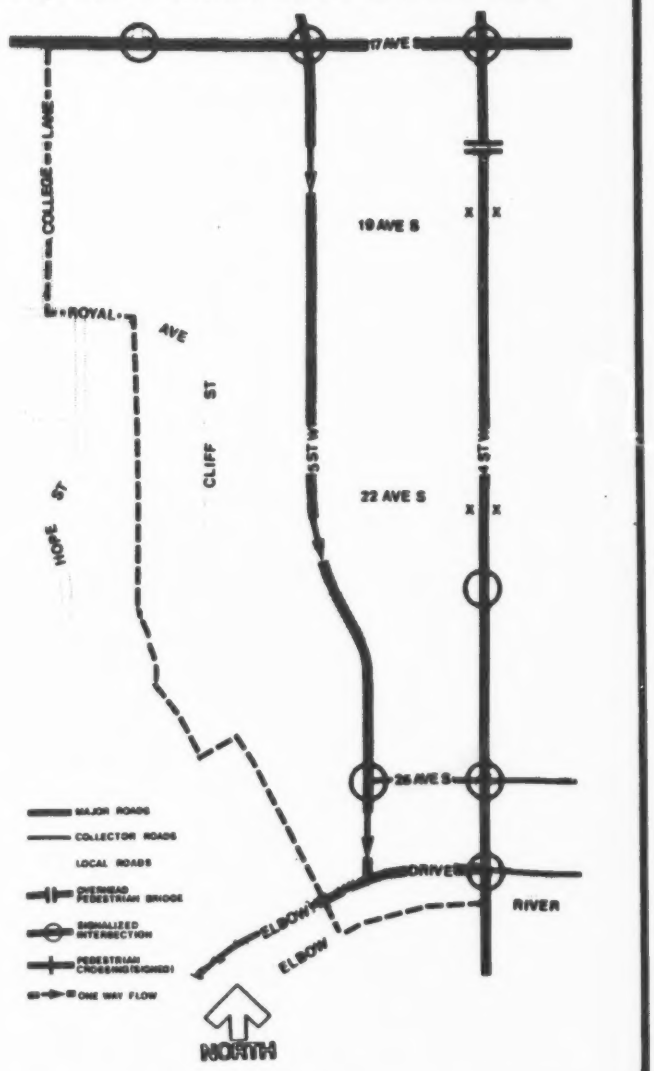
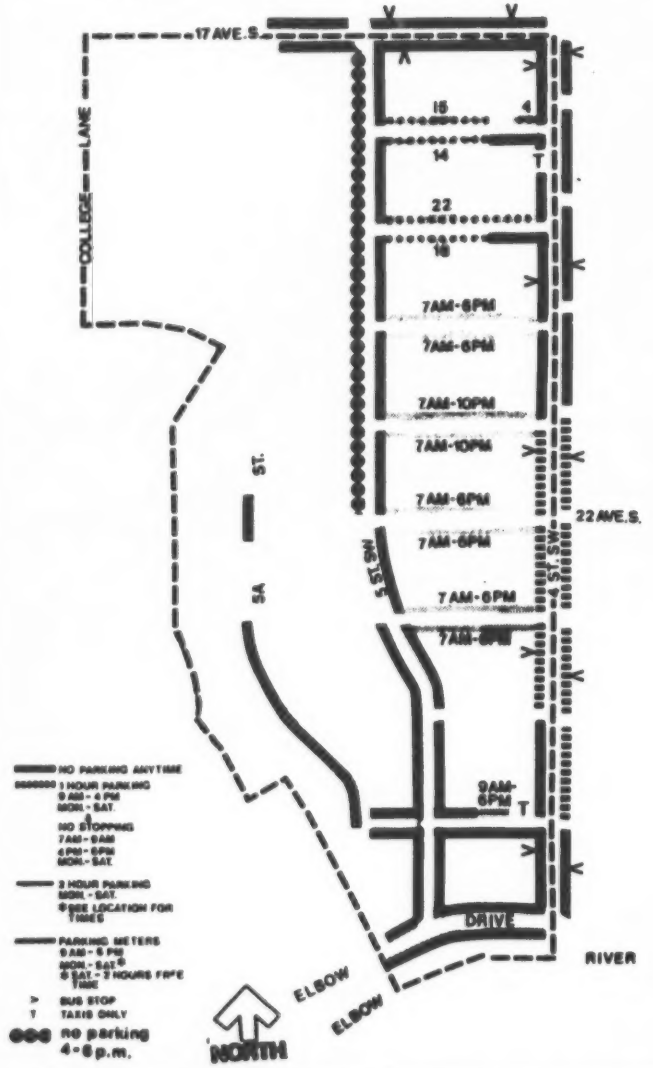


FIGURE 22

EXISTING PARKING POLICIES



3.0 Background To Policy Formulation

Background to Policy Formulation

3.1 THE PLANNING PROCESS

Community issues and concerns were identified through the public participation programme conducted between 1980 and 1981, which included consultation with residents, investors, and merchants and Open House sessions.

- On May 7, 1979, Calgary City Council approved the Inner City Plan. This policy document recommended that the City Planning Department undertake an Area Redevelopment Plan for Cliff Bungalow, and other selected Inner City communities.

- In May 1979, open houses were held in conjunction with the Mission Community to discuss important issues in the community. Approximately 80 people attended these meetings, and the issues and concerns are summarized in the "Mission/Cliff Bungalow Issue Identification Report" published in September, 1979.

- Spring, 1980, the "Cliff Bungalow Existing Conditions Report" was prepared for Cliff Bungalow.

- In July, 1980, the Planning Department established a Community Planning Advisory Committee (C.P.A.C.), composed of representatives of the Community Association, 4th Street Businessmen's Association, and absentee landowners. The C.P.A.C. acted in an advisory capacity to the Planning Department through to December, 1980.

- August 1, 1980, Cliff Bungalow residents and property owners were informed that an Area Redevelopment Plan was to be prepared. Office hours were established at a site office to facilitate public consultation and approximately 25 people made use of this service.

- On November 22 and 27, 1980, open houses were held to discuss planning issues for the 4th Street Commercial Area. Approximately 200 people attended.

- June, 1981, open house was held to inform residents and property owners of the proposals contained in the draft A.R.P. Approximately 50-60 people attended.

- January, 1982, 4th Street property owners and merchants were contacted concerning the cost of the 4th Street public improvements program.

- October 2, 1982, an open house was held at the Cliff Bungalow School to inform residents of three residential land use alternatives. Approximately 50-60 people attended.

3.2 ISSUES AND CONCERNS

3.2.1 General Considerations

The major concern of the community is identifying the type of residential use that should be established for the future. This would affect the community's land use and transportation system, as well as the adjacent commercial areas.
Support for conservation of the original housing stock has been expressed by the community.

Residents view these structures, and the community as a whole, as suitable for families who choose to live in the inner city because of its locational advantages. Generally, agreement exists with the "conservation" principle being appropriate for the streets and avenues west of 5th Street.

Some property owners between 4th and 5th Streets believe the existing housing mix, property tenure, and traffic conditions preclude this area from conservation. However, another group of property owners in the same area would suggest that conservation is appropriate.

The operation of 5th Street is regarded as the second major concern. Residents believe its impact is substantial on a residential community, regardless of the residential type and density. Any attempt to provide for additional capacity on 5th Street could meet with strong community reaction.

Another concern identified was the treatment of the commercial-residential edge with 4th Street because past commercial developments have not been sensitive to the residential area. Commercial developments have included surface parking lots, high blank walls, and imposing building forms.

On-street parking congestion within the community was felt to be the result of adjacent commercial uses. East of 5th Street, meters and a 2 hour parking restriction zone limit the stay of 4th Street patrons, but also prohibit long-term parking by residents. Resident parking in the evening and overnight is permitted. The result is that residents felt the restrictions promote the area as 4th Street's parking lot and encourage short-cutting.

There are few parking restrictions west of 5th Street, however residents felt that commuters and students attending the high school are creating on-street congestion.

3.2.2 Land Use Considerations

Commercial

The four major concerns identified concerning 4th Street commercial land uses were land use, public environment, parking, and the form of future buildings. It was felt that commercial, retail, entertainment, offices, residential uses, and specialty shops were preferred as commercial uses. Automotive repair/sales/service uses and hotel/motel uses were most often identified as being undesirable.

Improvements to the street environment were felt to be required, and elements such as street trees, benches, and light standards would contribute to a safe pedestrian environment. Concern has arisen over the size and form newer structures should take because developments have occurred at a density as much as 6.0 F.A.R. Residents felt the buildings should respect the scale of the adjacent residential areas and the pedestrian scale of the front sidewalk. To this end, surface parking lots should not be permitted as an edge between commercial and residential uses.

3.2.3 Transportation

On-Street Parking

Parking congestion throughout Cliff Bungalow has been identified as a major problem by residents and merchants. The community suggested that short-term parking areas be located close to 4th

Street in conjunction with street closures, thereby reducing excessive parking and short-cutting problems. The closures are difficult to implement because of the requirement for a turning radius on the residential side of the closure, and the need for perpendicular parking stalls and sidewalks utilize the full 20 metre right-of-way.

3.2.4 Parks

Parks and open spaces were not perceived as a major issue in the community, primarily because the parks are clearly identified and are located away from busy streets. Some people felt, however, that the existing parks should have upgraded facilities to better meet the needs of the community.

3.3 POLICY DIRECTIONS

3.3.1 The Calgary General Municipal Plan

The approved growth strategy outlined in the Calgary General Municipal Plan (1978) gives direction for change within the Inner City. The Plan establishes broad goals related to population growth, community stability, and neighbourhood conservation.

3.3.2 Inner City Plan

The Inner City Plan recommends general policies to be used in the formulation of an Area Redevelopment Plan for Cliff Bungalow. While one of the principle objectives of the Area Redevelopment Plan is to implement those policies, there exists some latitude in their application on a site specific basis.

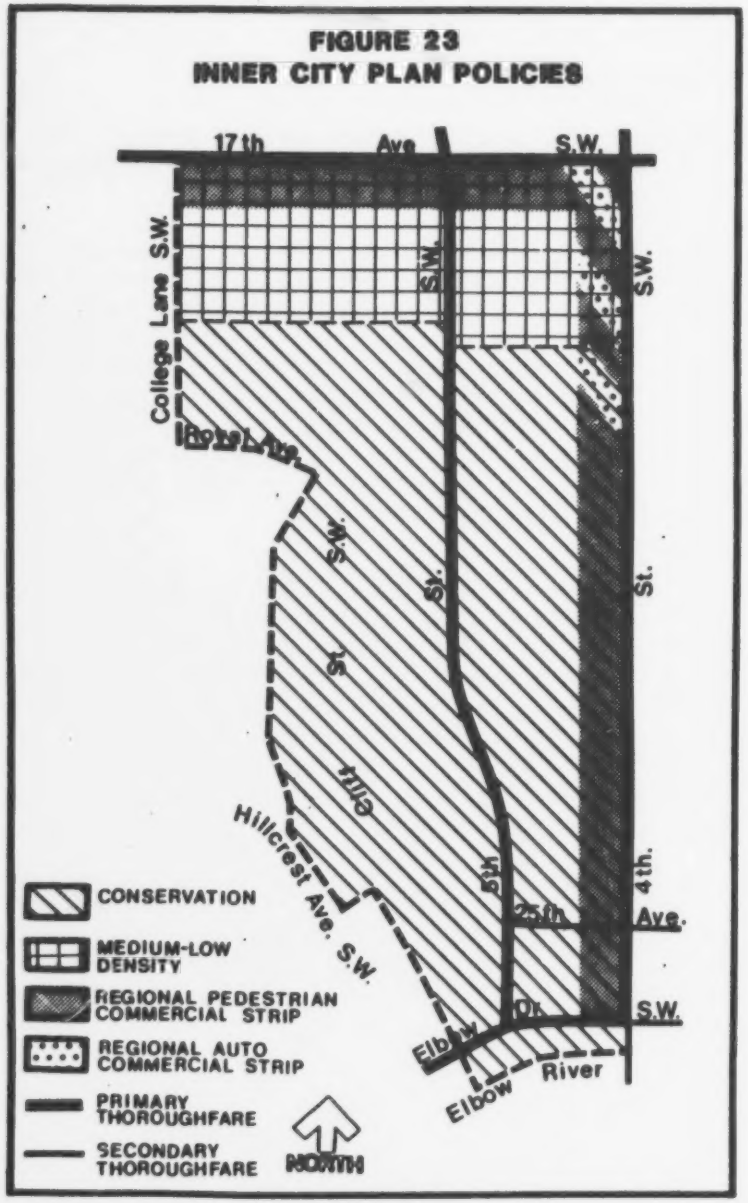
Residential Land Use

The Inner City Plan recommends two general residential land use policies for Cliff Bungalow. These are:

1. Conservation: "The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential neighbourhoods. Portions of such areas should be preserved (i.e. protected from more intensive redevelopment), other parts may accept some new redevelopment so long as it respects and enhances the existing fabric of the community."

2. Medium Low Density: "This density range related to existing R-2 and R-3 land use classification and would allow for 23 to 65 units per net acre. The intent is to provide a variety of housing opportunities with some emphasis on family accommodation. Fifty percent of the units should contain two bedrooms or more and have access to private open space at grade. Building height and form should respect the character of surrounding buildings and should not in any case exceed 28'. Single family, duplexes, fourplexes, row housing, stacked townhouses and walkups (to three floors) could be built in these areas."

FIGURE 23
INNER CITY PLAN POLICIES



Commercial Land Use

The Inner City Plan recommends two general commercial land use policies for both 17th Avenue and 4th Street. Seventeenth Avenue adjacent to Cliff Bungalow is classified as a Regional Pedestrian Commercial strip. Fourth Street, however is classified as a Regional Pedestrian Commercial strip between 19th Avenue and Elbow Drive and a Regional Auto Commercial strip between 17th and 19th Avenues.

Regional pedestrian oriented strips provide specialized goods and services to a broad population base. Redevelopment guidelines support the regional retail pedestrian shopping character by recommending low intensity land uses, low scale buildings, street furniture and landscaping and wide sidewalks. Parking areas are to be accommodated in lanes or accessed from lanes.

Regional auto-oriented strip serve a broad population base and are typified by auto-related uses and office-commercial structures which provide parking in front of, or within the structures.

4.0 Community Response

Community Response

4.1 INTRODUCTION

The response of the Cliff Bungalow Community Association is directed primarily to the issues of residential land use and parking congestion. The concerns expressed by the Community Association about the operation of 5th Street S.W. during the initial stages of the planning process were addressed by the 5th Street Task Force. The community response was considered at two community association meetings in November, 1982.

4.2 COMMUNITY RESPONSE

General Response

The community association has always supported the Inner City Plan recommendations of conservation for Cliff Bungalow. The conservation policy is required in order to achieve a stable family-oriented character for the area. The association views the A.R.P. as important in that it firmly establishes the land use for the area.

General A.R.P. Goals

The community association supports the general goals and objectives.

Residential Land Use Alternatives

The community association supports Aternative #3 because they feel that only this conservation oriented alternative will preserve the community as it exists, and will prevent further demolition of the older homes.

The association believes that the area between 4th and 5th Streets is worthy of conservation due to its mature character and the existing mix of houses and smaller apartment buildings.

Alternatives 1, 2A and 2B are not supported because the association feels they are compromise solutions and do not provide the community with the needed stability to offset redevelopment pressure.

Office Conversions

The association does not view commercial activities as ideal within a neighbourhood, however they support the office conversion policy for the entire neighbourhood so that existing houses could be conserved. It is felt that the parking requirements should be met on site.

Transportation: On-Street Parking

The association would prefer an immediate solution to the problem of on-street parking congestion.